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The China Mail.

ESTABLISHED 1845

AGENTS

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No. 16,016. 民國三年九月十一日 HONGKONG, THURSDAY, SEPTEMBER 3, 1914. 甲寅年七月二十四日 PRICE, $3.00 Per Month

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No. 4, OLD VAT SCOTCH WHISKY.

As supplied to the House of Lords and House of Commons.

A. S. WATSON & Co., Ld

WINE & SPIRIT MERCHANTS

ALEXANDRA BUILDINGS, Hongkong

KNEW FLORENCE NIGHTINGALE.

Probably the most unique old couple in the United Kingdom live at Dry-street, half a mile from Langdon Hills, Essex. Mr. George Mihill, the husband, has served through the Crimean War and Indian Mutiny, while his wife was also present during the war, and knew Miss Florence Nightingale intimately.

The old couple celebrated their golden wedding a short time ago, but when I went to interview them this afternoon, wrote the "Chronicle's" special correspondent from Langdon Hills on July 18th, they looked as hale and hearty as possible, though their combined ages fall only two short of 160. Mrs. Mihill was actively engaged in the housework when I arrived, but she paused to tell me some of her reminiscences of Miss Florence Nightingale and the Crimean War.

"I was travelling in the Crimea," she said, "at the time the war broke out. All means of communication were cut off directly hostilities broke out, and I was forced to remain in the district. It was then I met the 'angel of the wards.' I fell ill with scarlet fever, and was nursed back to health by Miss Nightingale. How well I remember her kindness to me. To repay this kindness I offered to help her with her work, and she gladly accepted my offer, as the hospitals were terribly short of aid.

PROPOSAL IN HOSPITAL.

"What can I add to the tribute that has already been paid to the best of women? Her goodness and patience were boundless. I recall on one occasion a corporal named Persill had been brought into the wards mortally wounded. Miss Nightingale took special interest in his case, as he confided to her that he was the only support of a widowed mother. "Oh, Miss Nightingale," the man said one day, "how I would like to marry you." "Get well my man," replied the nurse, "and you shall." Was it only to give him a fighting chance for life and to cheer him up that she said this?

"On another occasion a wounded man made an insulting remark to Miss Nightingale. Miss Nightingale scolded him with a soft answer, but no sooner a man in the next bed, badly wounded as he was, had sprung up and hit her insulter. The effort to protect her good name cost the man his life, but I remember him murmuring before he passed away that he was glad he had done it.

"I remember, too, the marvellous effect of even her presence among the wounded. When she was away many involuntary shrieks and groans escaped the badly hurt, but directly she appeared all was hushed to stillness, such was her personality."

Mrs. Mihill met her husband in a romantic way. He was one of the wounded brought into the hospital; but the romance did not culminate until three years later, when they met again in India during the Mutiny.

FAMILY OF SOLDIERS.

Mr. George Mihill has an unusual record. He enlisted in the 19th Foot in 1854, and landed in the Crimea in 1855. He was present at the attack on the quarries and rifle pits, and subsequently was at the final assault on the Redan, in which engagement he was wounded. Afterwards he went to India where he fought through the greater part of the Indian Mutiny, and was invalided home in 1861. He has many clasps and medals.

Mr. and Mrs. Mihill have 26 grandchildren and six great-grandchildren. One son is in the Indian Army, and another fought through the South African War. Two grandsons are in the Northamptonshire Regiment, while another is in the Seaforth Highlanders. Yet another two are in the Royal Navy.

The aged couple live amid peaceful surroundings in a picturesque ivy-clad cottage. The wife complains now and again of a little rheumatism, and the husband has bronchial trouble. But they both seem good to live to be a hundred.

MARCONI COMPANY AND THE CHINESE GOVERNMENT.

The statements which have appeared in the Press to the effect that a contract with the Chinese Government had been actually signed have led to erroneous statements being published in the Pekin newspapers that the Chairman of the Marconi Company had stated that he had no knowledge of any contract whatever with the Chinese Government. This situation has given rise to some confusion in both countries. The Marconi Company therefore think it desirable to publish the following information:

"Negotiations have been pending between the Chinese Government and the Company for some time past for the erection of a number of wireless stations in China for internal and external telegraph services. On April 8th last the Chinese Government sent an official letter agreeing to authorise the Marconi Company to issue two million sterling five per cent. Chinese Bonds in payment of the proposed stations. This document was filed at the British Legation at Pekin, and the formal contract has been sent forward for approval and signature.

"The Company has every confidence that in due course the agreement will be signed and all mutual obligations fulfilled."—"Wireless World."

BUSINESS NOTICES.

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Pumps empty Dock in 2-3/4 hours.

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LOST SCRIP.

NOTICE IS HEREBY GIVEN that the following Shares in the above Company are alleged to have been LOST:—

Certificate for 50 Shares Nos. 401/450 inclusive in the name of
JAMES BACKHOUSE.

Application has been made to the Undersigned for the Payment of the sum of $212.50 (Dollars Two Hundred and Twelve and Cents Fifty) in respect of the First and Final Dividend at the Rate of $4.25 (Dollars Four and Cents Twenty-Five) per Share declared on the 31st July, 1913, on the above-mentioned Shares, and should no objection be lodged with the Undersigned within one month from date hereof, the application will be complied with.

E. CARPMAEL,
Official Receiver.

Hongkong, July 22, 1914. 854

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 10 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 10 minutes.
5.00 p.m. to 8.10 p.m....Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 Noon....Every 15 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.10 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Manager.

THE ALEXANDRA CAFE Cannot be Beaten, If Equalled, For Bread Cakes, Confectionery, Meals with Wines & Liqueurs

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KINGSCLERE HOTEL,
HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms. Telephones and Electric Fans.

Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1122.
Cable Address: "Sachsola."
A.B.C. Code 5th Ed.

Hongkong, September 1, 1908. 1908

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Central Location.

All Electric Trains Pass Entrance. Electric Lifts, Fans and Lighting Europeon Baths and Sanitary Fittings. Hot and Cold Water System throughout.

Best of Food and Service.

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TELEGRAPHIC ADDRESS. 'VICTORIA.'
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BUSINESS NOTICES.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.		CANTON TO HONGKONG
THURSDAY, 3rd SEPTEMBER.		
8 A.M. 'HONAM.'		8 A.M. 'HEUNGSHAN.'
5 P.M. 'FATSHAN.'		5 P.M. 'KINSHAN.'
FRIDAY, 4th SEPTEMBER.		
8 A.M. 'HEUNGSHAN.'		8 A.M. 'HONAM.'
5 P.M. 'KINSHAN.'		5 P.M. 'FATSHAN.'

Single Fare by Night Steamer $ 5.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUNTAI' S.S. 'TAISHAN'

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO,
SUNDAY, 6TH SEPTEMBER.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M. and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANNING,' 569 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and 'SANUI.' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

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HOTEL MANSIONS (FIRST FLOOR),
Opposite the Blake Pier.

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J. H. TAGGART
MANAGER.

PEAK HOTEL.

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Telephones in all rooms. First-class Cuisine. Lounge, Smoking and Ladies' Rooms. Roof Garden.

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P. O. PEUSTER,
Manager.

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NOTED FOR THE BEST FOOD, REFRESHMENTS ACCOMMODATION AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

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Recently Renovated and Refurnished.
Self-Contained Suits of Apartments with Private Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading and Writing Rooms.
PERFECT SANITATION.
Under Personal Management of
O. E. OWEN, Proprietor

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GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net

In Bags of 350 lbs. net

Shewan, Tomes & Co.

GENERAL MANAGERS.

"NESTOR"
Sanitary Fluid.
A
Reliable Disinfectant.

Two tablespoonsful to a gallon of water for washing floors, &c., is most useful for the Destruction of Fleas.

PER PINT TIN 50 CENTS
PER GALLON TIN $2.00

VICTORIA DISPENSARY,
32, QUEEN'S ROAD CENTRAL.

MEE CHEUNG
ART PHOTOGRAPHER.

CHILDREN'S PHOTOS
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SPECIALITY.

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THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, PEDDER'S ROAD CENTRAL, Hongkong. Telephone No. 429.
Shipyard, Shum-Sui-Po, Kowloon, Hongkong. Telephone No. K.9.
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

NEW SHIPMENT

Government guaranteed 1st Grade Butter
Packed specially in Australia for us. Absolutely Best Imported. None Better quality made.
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1ST CLASS RESTAURANT IN THE EAST TRY THE

ALEXANDRA CAFE

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(Established 1864.)

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REALLY SOUND WHISKIES at a REASONABLE PRICE.

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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, *General Manager.*

Hongkong, August 12, 1908. 178

THE HONGKONG ROPE MANUFACTURING Co., Ld.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
1" to 15" CIRCUMFERENCE.	5" to 15 CIRCUMFERENCE.	3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., *General Managers.*

Hongkong, April 11, 1912. 601

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for

FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GARDE

FIRECLAY,

STOCKS ALWAYS ON HAND.

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A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhœa by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared only by

J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENGLAND.

SOLD BY CHEMISTS AND STORES EVERYWHERE

INTIMATIONS



MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, YOSHINOTANI, KISHIDAKE, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA Collieries.

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TEL. ADDRESSES for above: 'IWASAKI.'

Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macondray & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

GLASGOW: Messrs A. R. Brown, McFarlane & Co., Ltd.

For particulars, apply to

K. KATO, *Manager,*

No. 2, PEDDER STREET, HONGKONG.

816

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR ($1.-) per Share for the six months ending 30th June, 1914, will be payable on MONDAY, the 7th September, 1914, on which date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY the 4th September, to MONDAY 7th September, 1914, both days inclusive.

SHEWAN, TOMES & Co., *General Managers.*

Hongkong, Sept. 1, 1914. 966

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irregularities. Thousands of ladies always keep a box of Martin's Pills in the house, as that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 4/-. MARTIN, Chemist, SOUTHAMPTON, ENG.

MARTIN'S APIOL & STEEL PILLS

DAIRY FARM NEWS.

NOTHING CAN EXCEL OUR DAISY BRAND TABLE BUTTER

It is pure, delicious and positively the best brand

On the market

Insist on getting the genuine article.

66

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD.,

and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1911, £22,561,236.

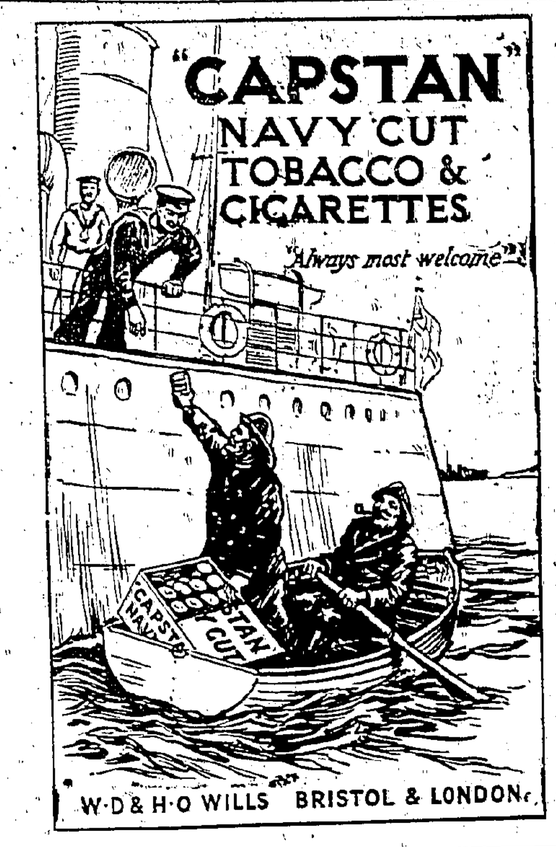
I—Authorised Capital £6,000,000	
Subscribed Capital £4,500,000	
Paid-up Capital	£2,437,500
II—Fire Funds	3,899,114
III—Life & Annuity Funds	16,136,160
Sinking Fund Account	88,512
	£22,561,268
Revenue Fire Branch	2,567,158
Life and Annuity Branches	1,973,269
Revenue Marine Department	282,692
Other Receipts	430,193
	£5,233,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO *Agents.*

OYSTERS, Fresh, Fried or Steward, Findon Haddocks, Kippers, &c.

ALEXANDRA CAFE.



AERIAL FLEETS

THE POWERS COMPARED.

Hundreds of Machines.

Beside the greater European issue, the opening conflict between Austria and Servia appears almost trivial, but as Servia's airfleet has been the first to figure in the war messages, a brief estimate of it should introduce the larger subject of the aerial forces that may, unhappily, be brought into action, writes the aeronautical correspondent of the "Pall Mall Gazette."

Servia has about twenty military aeroplanes of the H. Farman biplane and the Bleriot and Deperdussin monoplane types. Amongst the pilots are at least six who have already had actual aerial war experience in the Balkan wars. They were then assisted by a few French aviators, including Emile Vedrines.

Should the present conflict spread, it is highly probable that Russia would lend aeroplanes and pilots to Servia.

Although in the last war the Servian Air Corps lacked efficient field transport, some good reconnaissance work was done.

Throughout this article the numbers of aeroplanes are given with reserve. Great reticence has been observed by Germany and Russia all along, and even by France latterly, as to the strength of their aerial forces.

By "first-class airship" it is to be understood that a dirigible with a speed of 48 miles or more per hour is meant.

AUSTRIA.

Austria's effective air fleet consists of one first-class rigid airship of the Zeppelin type, two semi-rigids, and one semi-rigid airship (Lebaudy), and about 120 aeroplanes. All the latter are serviceable craft, but only about five squadrons, each of five machines and reserves, have complete field transport. The majority of the machines are of the Etrich monoplane and the Lohner biplane types, and are driven by the excellent Austro-Daimler motor.

There are two privately-owned airships of the second class in Austria that could be requisitioned for service.

GERMANY.

Eighteen airships of the first class, excluding the three big passenger-carrying Zeppelins. Of the eighteen, eleven are Zeppelins. Germany has also at least six second-class airships.

Of aeroplanes the number may be anything between 350 and 480. Germany's aeroplanes are excellent craft, well engined, and well provided with field transport. The organization is complete and thorough. The pilots are sound rather than brilliant.

It is to be noted that Germany and Austria have inexhaustible resources for the production of aircraft and aerial motors.

ITALY.

Three airships of the first class, and five inferior craft.

The number of aeroplanes is probably not less than 220, but of these no more than sixteen or seventeen squadrons, each of seven machines, are ready for the field. The pilots are good.

FRANCE.

Four first-class airships are available, and as many as ten minor craft, apart from airships nearly built or under repair.

The strength of France lies in her immense fleet of aeroplanes and her inexhaustible resources of machines, motors, and flying men. It is difficult to ascertain, even approximately, how many aeroplanes are ready for the field. The Army possesses certainly not fewer than 750 good machines, and of these probably nearly 350 are ready for instant war duty. But most of the others would be serviceable craft.

A great many of the French Army aeroplanes are armoured craft that could fly comparatively low with reasonable safety, even under fire. A number are designed for attacking Germany's big airships: these are fast, quick-climbers, and are armed.

RUSSIA.

The Russian Government has spent money lavishly on aircraft, buying large numbers of machines that have been stored away for an emergency. She possesses four first-class airships and three smaller dirigibles.

As to aeroplanes, the actual number available is much in excess of 400, and it is understood that each Army Corps is provided with a flying detachment, and that upon complete mobilisation over 300 machines would be ready.

GREAT BRITAIN.

Three first-class airships, including the Eta; and two of the second-class.

The Army could probably put eighty aeroplanes into the field without straining the organization, and the Navy forty or fifty. But there are at least an equal number of machines in reserve. This country's resources for building aeroplanes are adequate, but at present we depend largely upon France for motors.

A few aeroplanes of each of the big Powers carry guns and bomb-dropping apparatus.

THE AUSTRO-HUNGARIAN NAVY.

The Naval and Military Record of July 29 printed the following:—The prospect of hostilities with Servia has not led to any noticeable activity in the navy, which, in the event of a localized conflict, would have no important tasks to perform. On the other hand, Russian intervention or other complications with Powers of the Triple Entente would, of course, give the campaign a marked naval character. Whatever contingency may befall, it is certain that the Austro-Hungarian fleet is to-day at a higher pitch of efficiency and readiness for war than at any other period of its history. The entire scheme of mobilization has been recast, with the result that the time required to place the effective force on a war footing has been sensibly diminished. During the Balkan crisis, which lasted from the close of 1912 to the summer of 1913, the fleet was mobilized and maintained in a condition of immediate readiness for action. Twenty-one battleships and cruisers and 36 torpedo craft were then under the flag. A very large number of reservists was called out to man this fleet, and the demeanour of these men was subsequently referred to by the Commander-in-Chief in terms of the highest praise. Should later events demand the participation of the navy, the following ships will be available:—Three Dreadnought battleships, nine older battleships, three coast defence ironclads of a small fighting value, two modern armoured-cruisers, four 27-knot scouts, three small cruisers, 19 destroyers, 30 sea-going torpedo-boats, and six submarines. There are also six river monitors ready, and two more completing, all armed with 4.7-inch guns and howitzers. The first of the super-Dreadnoughts is to be laid down at Trieste next month. The second will be begun in October at Fiume. No time, therefore, is being lost in carrying out the new building programme. The construction of the three new scouts is to be pushed forward with all speed, as they are urgently needed to replace the obsolete ships of the Aspern class. They will carry some 6-inch guns, and have a designed speed of 29 knots. The scout Saida, which has just finished her trials, has steamed at more than 28 knots. She is armed with nine 4-inch semi-automatics, and carries a complement of 320.

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THIS remedy has no superior as a cure for colds croup and whooping cough. It has been a favorite with the mothers of young children for almost forty years. Chamberlain's Cough Remedy can always be depended upon and is pleasant to take. It not only cures colds and grip, but prevents their resulting in pneumonia. Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all Chemists and Storekeepers.

THE CROSS AND THE CRESCENT.

DR. JOWETT ON HIS TOUR IN THE EAST.

Dr. J. H. Jowett, who has just arrived in England from a visit to the East, sounded a challenge to the Christian peoples in an interview which he gave to a representative of The Daily News at Birmingham, where he preached to his old congregation at Carr's-lane on July 19. The famous Anglo-American divine has come from his travels profoundly impressed with Christendom's duty to concentrate on the battle between the Cross and the Crescent.

Dr. Jowett set out to cover some of the ground covered by the Apostle Paul, and paid his first visit to the Holy Land, afterwards journeying to Damascus, Rhodes Patmos, Smyrna, Ephesus, Sardis, Constantinople, Mount Athos, Athens, Corinth, and up the Dalmatian coast. His most vivid impressions were connected with the great colleges in Asia Minor.

WHERE THE RACES MINGLE.

"I was immensely impressed," he said, "with the educational quality of their work. The colleges at Beyrout and Constantinople have each over a thousand men of different nationalities under training, and it seemed to me that they formed a real basis for the deepest missionary work. They are drawing teachers of exceedingly high class, and the students are revealing capabilities of a high order.

"Further than that, it seems to me that the racial affinities which are being created in those colleges are fraught with tremendous issues. For instance, at the time of the Balkan war, the Roberts College at Constantinople, which contains a large number of Greeks as well as Turks, maintained a fine fellowship. These men go back to their countries leavened with the larger knowledge of one another which they gain in these colleges, and in time that must tend to the lessening of racial alienation.

"Both Roberts College and the college at Beyrout have large endowments, and the wealthy people of America are giving increasingly, with the consequence that they are able to attempt work of very high quality. The college at Beyrout only a fortnight ago received a further endowment of £80,000. The colleges at Constantinople and Beyrout, and also that at Smyrna, struck me as being in many ways ahead of some of the finest colleges in our own country. Of course, I mean England," added the pastor of Fifth Avenue Church.

INTELLECTUAL MOSLEMS.

"Another thing that struck me in these colleges," he proceeded, "was the keen intellectual outlook of the Moslems. Judging by the questions which were submitted to me at Roberts College, the men are groping after a more satisfying interpretation of life and destiny, and it seems to me that the Moslem world is open to receive the Christian interpretation, if it be presented by men capable of appealing to their disciplined powers.

"I feel that one of the greatest needs of the hour is to send out to the Moslem world some of our finest equipped men. It is true what Drummond said of Japan, that one hundred gun men would probably be of more service than fifty twenty-ton gun men. They are alert enought and keen enough to take the best we can give them, and they are out for the best they can get.

"On every hand I could see that they had every door and window open to the reception of what the West could bring, and in science and in general scholarship they were imbibing all the treasures of the West. In these days of general appropriation of the wealth of the Occident the time is surely ripe for the presentation of the truths of the Christian religion."

Speaking of the explorations which are being pursued in the East, Dr. Jowett referred in tones of warm appreciation to the active part which America is taking. He spoke of Sir William M. Ramsay's exploration work as most illuminating, and pleaded for encouragement of this and similar activities.

The recollection of a chance meeting with Lord Bryce at Damascus kindled Dr. Jowett to an eloquent tribute to that great Englishman. "His stay in the States has left behind it a fine fragrance," he said with enthusiasm. "I could not speak too highly of the work he did as Ambassador. It was not merely that he had the confidence of the American people, but you can say they revered his high ideals and the magnificent way in which he could bring those ideals into all the varied services that he rendered in connection with American life.

"It was not merely in his addresses to the Universities, but in the ordinary after-dinner speeches he maintained that high political and ethical standard which has distinguished him all through his life. I have spoken with men of all political parties, and there is only one impression concerning Lord Bryce—that he was probably the finest British representative who ever visited the American shores."

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G. R.

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C. McI. MESSER, *Captain Superintendent of Police.*

Hongkong, Sept. 2, 1914. 968

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ANXIOUS EUROPE.

AN OUTSPOKEN ARTICLE.

"Potsdam Panegyrics."

Mr. Maxse contributes an outspoken article to the National Review of July 27th, from which we take the following:—

The European situation is about as bad as it can be, and what makes it worse is that there is every reason to believe that it was "made in Germany," which has been trying to pick a quarrel with Russia and pin-pricking France throughout this year—"Civil War year in England." The German Government has lashed up the German People to the requisite pitch of frenzy by organizing bogus war scares. Germany may increase her armaments as she pleases, she may add 50 per cent. to the striking force of her navy, make her army a night-mare to her neighbours, stoke up her allies to the requisite pitch of aggressive preparation, but if any nation outside the Triple Alliance builds a ship, makes a gun, or adds a man to forces which year by year Germany renders inadequate by her alarming attitude, if any Heads of State so much as say "How do you do" to one another, the entire semi-official apparatus of the Wilhelmstrasse is turned on to terrify and infuriate the German people against these "menacing manœuvres." German guilt for the latest crime against the peace of Europe is proved up to the hilt by the fact that every one in Germany was tuned up to the requisite concert pitch, and the incendiary articles of the semi-official Press were already in type, designed at once to challenge and humiliate Russia and France, and to make it impossible for Austria-Hungary to withdraw, with the usual covert sneers at the "do-nothings" of this country, who may be counted upon to scuttle "as per usual." And yet we have British newspapers still fawning upon the German Emperor, while every German Jew is on the war-path against Russia. It may therefore be as well to place on record the contemporary impressions of so pro-German an organ as the Westminster Gazette, whose Berlin correspondent gives a significant impression of the crisis, the accuracy of which we do not contest. It completely confirms our suggestion that Germany is "up to her neck" in this aggression upon Russia. "Berlin is not wont to have its policy made in Vienna, though Vienna has long been accustomed to take its marching orders from Berlin. Our contemporary's correspondent (see Westminster Gazette, July 25th) in Berlin calmly reports that "Yesterday and this morning again there is no sign of panic outside financial circles." The nincompoops, who tell us that modern finance is sufficiently powerful to stop any war, should note this. Then we are told: "But there is a feeling that the avoidance of an immediate and general European War depends upon a single factor which can by no means be relied on, and is even not very probable. This is the abstention of Russia from intervention. The policy of the German and Austrian Governments is absolutely beyond doubt; Russia will not be allowed to meddle in what is claimed to be entirely an Austro-Servian affair: Germany is solid with Austria, and any unfriendly Russian action will bring a declaration of war." This makes the Austrian coup a German coup. Had this appeared in the National Review we should doubtless have been accused by the Westminster Gazette of "bigoted Teutophobia." And this is the pacific Potsdam policy of which all British Radicals have constituted themselves the fuglemen! On the same authority we learn that "the German Press, with the exception of Socialist organs, accepts this official attitude as self-evident, and shows complete solidarity." It usually does when there has been adequate coaching, and in this case we are specifically informed, what we had already surmised, viz., that "the Austrian Note, including the forty-eight hours clause, was approved of by Wilhelmstrasse before presentation. Wilhelmstrasse by implication agreed to support the whole Austrian demand if any challenge came from any other Powers." After this we hardly take it as a compliment that "newspaper references (i.e., in Berlin) to England in connection with the crisis are mostly friendly and hopeful." Germany has suffered two initial disappointments. Russia has kept her head wonderfully while showing her teeth; and Servia has returned so mild an answer to the Berlin-Vienna Note as to place Teutonic Chauvinists in a serious dilemma. Possibly, at the twelfth hour, the German Emperor may be able to resume his rôle as professional Pacifist and the Potsdam Press to resume its panegyrics.

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GERMANS ON PAROLE.

What They Have Signed.

It was announced in these columns a few days ago that the Germans in Rangoon have been put on parole. Between thirty and forty Germans in Rangoon have signed the parole form which runs as follows:

PAROLE.

I..... the undersigned, declare under oath and on my personal honour to comply with following conditions:—(1) Refrain from leaving the left or North bank of the Rangoon River or to go East of Thompson Street or of a continuation thereof. (2) Not to approach within 200 yards of the River Bank, nor to go to any place from which I can obtain a view of the Jetties. (3) Not to approach within 300 yards of any Military building enclosure or store. (4) Not to render directly or indirectly any service to my own country, nor to act in any manner inimical to the interests of Great Britain. (5) I will report myself to the Commissioner of Police in his office daily at 11 a.m. and 4 p.m. (6) I will remain indoors within the hours of 8 p.m. and 6 a.m. I will not go armed at any time and the Commissioner of Police or his European assistants may visit my place of residence at any time. (7) I will surrender to the Commissioner of Police all arms and ammunition in my possession. (8) I will abide by any orders given me by the Commissioner of Police. (9) I will not change my present residence without the written permission of the Commissioner of Police. Breach of Parole by any one of the reservists will render them all liable to arrest and detention.

Notes.—(a) Any reservist who refuses to sign his parole and accept the conditions is to be immediately placed in detention and the fact reported to Government. (b) The Commissioner of Police will have the right to impose more severe restrictions at his discretion.—Rangoon Times.

THE LIVES OF BERNABE.

Where the poets and musicians and artists meet in Saragossa they are telling the story of Bernabe Royo, with appropriate comments, sympathetic, humorous, or cynical. Bernabe has many friends, for he is composer as well as poet. Moreover, he has a tender heart, says the Madrid correspondent of the "Standard."

Indeed it is this that led to his trouble. For a time he was very happy. He loved and was loved—or at least he thought he was—and psychologists, who are all cynics, say that for the time being that is just the same. Then he found that the ored one was false, and for him life no longer had any joy. He determined to end it all.

He hurled himself into the Huerva, but a stranger who was passing saw the deed, and plunged after him, dragging him with some difficulty to the bank. Dripping and melancholy, the young poet cursed the misdirected benevolence of interfering people, and made his way to the Canal San Jose, which is usually quiet, and made another effort. Again, to his disgust, he was rescued. This time, to make things worse, he was arrested, and after spending a night in the cells was dismissed with a caution.

Obviously the first necessity for anyone who would achieve suicide in Saragossa was solitude. Bernabe accordingly hunted up a little grove, and, assuring himself that there was no one in sight, he took a rope, with which he had provided himself, and hanged himself from a convenient tree. It was not to be. This time it was a farm labourer who came by. With a rapid cut from his knife he severed the cord and sent the poet tumbling to the ground.

"Very well," said Bernabe, "I will take my time." Early the next morning he sauntered to the railway and waited patiently for his chance. This time it seemed secure. No one was visible in any direction, and a train approached. "Good," thought Bernabe, and he lay down with his neck across the rail. The train whizzed by, but the cowcatcher striking Bernabe violently on the head simply hurled him senseless to the foot of the ditch which bordered the line. Here he was found next morning by a platelayer. Bernabe was carried by the railwayman to his little house not far away, and restored to consciousness. As he opened his eyes the first thing he saw was the pretty face of the platelayer's daughter as she bent over him and bathed his forehead. She smiled in tender sympathy to see him recover. He smiled back.

Bernabe no longer wishes to die.

IF you happen to be late your meals will be Courteously and Promptly served just the Same. Only at the ALEXANDRA CAFE.

WAR PROPHESIES FOR 1914.

BRITISH OUTSPOKENNESS.

It is very extraordinary what a number of people seem to have prophesied a British war with Germany and particularly a battle of the North Sea. The latest number of the Strand magazine includes an article entitled "Danger" by Sir A. Conan Doyle, which has been criticised by several British admirals and naval experts. It seems an extraordinary coincidence that the article should have appeared when the warning to England, if it were needed, had come too late; but after all, it is only another reminder of the suddenness with which war was precipitated on Europe.

Since the "Battle of Dorking" was written, ever so many years ago, volumes anticipating the events of war have been published in numbers that would fill a long book-shelf. Very few of them, however, possess the value of "The Battle of the North Sea in 1914" by Searchlight, who evidently knows what the Navy is and what its operations are. He is not one of those extremists who think our situation deplorable, though he does not hide from us the need of preparedness and vigilance. One half of the book is devoted to International relations and the characteristics of the British and German Navies, with some remarks upon readiness for war. "Searchlight" looks at the matter seriously, and does not draw lurid pictures of events which are not likely to happen. He asks if the evidence of deficient training in our officers and men is reliable, and if the strategical precepts instilled by Sir George Tyron are forgotten, or, again, if the example of untiring energy and grasp of the situation so strongly exhibited in the person of Sir Arthur Wilson, do not still animate those whom he once ruled?

When we come to the actual events of the war of 1914, we find the enterprising German destroyer officers attempting a raid upon the Fleet below the Forth Bridge, and scoring some success, though they themselves perish almost to the last man. Then we see how aviation and wireless telegraphy give immensely greater opportunities, and how the battle of the North Sea is brought about, wherein the splendid results of our gunnery training tell with disastrous effect upon the enemy.

It is suggested to the Admiral that he should imitate the historic signal of Nelson, but he is content to signal to his fleet, "The Commander-in-Chief counts upon a record battle-practice to day." The last chapter is devoted largely to a rebuke to alarmists and to those who think that land forces can be a substitute for forces at sea.

It remains to be said that the book was published in January 1913.

One thing impresses itself upon a reader of all these 1914 war prophesies, and that is the brutal frankness of British authors and newspapers in suggesting points of attack to an enemy, a striking contrast to what occurs in Germany.

Whatever the faults of the German Press may be, its discipline is unexceptionable. Exactly what form of pressure the Government authorities manage to bring to bear on owners and editors is a moot point, but its effectiveness has been repeatedly demonstrated. Thus, in 1906, an edict went forth that no details relating to new German warships were to be published until sanction had been given, with the result that for three years a loyal silence was maintained about the first German all-big-gun ships, a silence to which fitting tribute was paid in the 1909 edition of Nauticus. A second edict, imposing a ban on provocative comment with regard to British naval policy, with special reference to the relations between Great Britain and the oversea Dominions, was issued about the beginning of 1912 for the purpose of checking the indiscreet ebullitions of the Jingo Press, which was always moved to fury by the prospect of the British Empire united on the subject of Imperial Defence. This second edict was not so rigidly observed as the first, possibly because it took too little count of human nature. During the preceding twelve months there was, in fact, a revival in Germany of, to them, the comforting myth that the British Empire is on its last legs.

BARRISTER VOLUNTEERS.

Members of the High Court Bar of Madras, Indian and European, assembled in response to the call of the Advocate-General. The following resolution was passed: "That members of the legal profession offer themselves to form, and serve as a volunteer corps and to render such assistance as lies in their power to demonstrate their loyalty to the British Raj and that the permission of Government be obtained for them through the Hon'ble Advocate-General or the chairman of the meeting."

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OUT

Kowloon	6.50	7.42	9.40	11.25	2.00	3.00	5.15	8.00
Hung Hom	6.54	—	9.44	11.29	2.04	—	—	—
Tau Ma Ti	6.59	—	9.50	11.36	2.09	—	5.22	8.07
Sha Tin	7.10	—	10.02	11.48	2.19	—	5.33	—
Tai Po	7.23	—	10.10	12.02	2.33	—	5.46	8.31
Tai Po Market	7.27	—	10.24	12.08	2.37	—	5.50	—
Fan Ling	7.36	—	10.34	12.19	2.46	—	5.58	—
Sheung Shui	7.39	—	10.37	12.22	2.50	—	6.01	—
Sham Chun	7.44	8.22	11.00	12.27	2.54	5.15	6.06	8.30
Canton	—	11.30	5.00	—	—	6.45	—	—

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Kowloon 8.45 Tai Po 9.16 Sheung Shui 9.27

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OUT

Fan Ling	Dep.	6.05	8.20	12.30	3.20
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IN

Canton	—	7.00	—	8.30	—	3.05	—
Sham Chun	8.05	10.02	11.35	2.55	4.30	6.13	6.30
Sheung Shui	8.12	—	11.41	3.01	4.36	—	6.27
Fan Ling	8.16	—	11.44	3.05	4.40	—	6.30
Tai Po Market	8.28	—	11.55	3.16	4.51	—	—
Tai Po	8.32	—	12.01	3.26	4.57	—	6.41
Sha Tin	8.44	—	12.14	3.38	5.10	—	—
Tau Ma Ti	8.56	—	12.27	3.49	5.21	—	—
Hung Hom	9.02	—	12.31	3.53	5.27	—	—
Kowloon	9.05	10.43	12.34	3.56	5.30	6.54	7.06

Sha Tau Kok Branch.

IN

Sha Tau Kok	Dep.	7.10	9.25	1.45	5.15
Fan Ling	Arr.	8.10	10.25	2.45	6.12

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Mrs E. R. Bellilios	Mr & Mrs N. Macintyre and child
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Mr J. Gibb	Mr E. M. Raymond
Mr J. Gould	Miss F. Rex
Mr P. O. de Grisogono	Mr J. P. Rowell
Lt. C. S. Greenland	Mrs Seddon
Mr F. H. Grooms	Mr F. Smyth
Capt. T. P. Hall	Miss A. Square
Mrs S. Hamilton	Mr S. W. Stirling
Mr W. A. Hannibal	Capt. H. A. Walker
Mr G. Harper	Mr E. M. Tozer
Mr R. D. Harvey	Mr and Mrs C. H. Walton
Hon. Mr E. A. Hewett, C.M.G.	Mr J. R. Watson
Mr D. L. Hutchison	Mr F. W. White
Mr M. T. Jones	Mr J. Wilson
Mr R. M. Joseph	Mr G. G. Wood
	Mr and Mrs J. F. Wright

KINGSCLERE HOTEL.

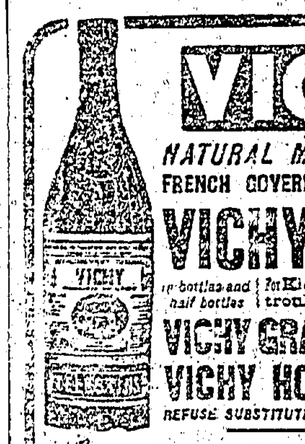
Mr and Mrs E. L. Agassiz	Mr W. Logan
Dr and Mrs G. D. R. Black	Lieut. & Mrs Mann
Mr and Mrs J. W. Bolles	Master Mann
Miss H. Bolles	Mr E. J. R. Mitchel
Mr M. J. Breen	Mr R. J. Rawlinson
Mr Davenport Browne	Mr & Mrs J. Robertson
Mr A. E. Carleton	Mrs G. Sachse
Mr W. A. J. Cooper	Mr W. Schofield
Miss D. Filkins	Mr and Mrs E. T. Singer
Mr & Mrs A. Forbes	Mrs W. Smith & child
Mr B. H. Collis Hallowes	Mr F. Sutton
Mr P. B. Deane	Mr H. P. Thomas
Mr T. L. Harrison	Mr G. J. F. van der Wal
Mr O. H. Hertel	Capt. A. H. Kinnaird Watson, A.S.C.
Mr Hoogewerff	Mr H. W. Weijler
Mr A. D. Hooke	Mr J. W. Wilson
Mr F. C. Mason Hurley	Major & Mrs Wenboin
Dr & Mrs Evan-Jones	
Mr G. A. Jonker	

KING EDWARD HOTEL.

Mr E. Almberg	Mrs J. Lennox
Mr N. J. Austin	Miss Lennox
Mr W. Budge	Mr J. C. Long
Mr and Mrs H. E. Bridger & family	Mr C. W. C. Mayne
Mrs A. Foy	Mrs F. A. Miller
Mr P. C. Hall	Mr H. Murphy
Mr L. B. Horne	Capt. & Mrs W. C. Passmore
Mr J. Joseph	Mr W. J. Pringle
Mr D. W. Karalorp	Mr F. B. Rowley
Mrs F. D. Kraft	Dr. Sibree
Mrs W. G. Kreig	Mr C. H. Soper
Mr & Mrs O. Lauth	Mr Vander Star
	Mr K. Tame
	Mrs Thoresen

PEAK HOTEL.

Miss Allyn	Mr Lee Jones
Lt. T. C. R. Archer, R.A.M.C.	Mrs R. Johns
Mr & Mrs W. Armstrong	Major-General Kelly
Mr J. Arnold	Mr G. B. Layton
Mr J. D. Auld	Mr & Mrs Koch
Mr Beard	Mr Linton
Mrs Bowdler	Mr W. G. Luke
Mr & Mrs Carmichael	Major McHardy
Mr M. Cary	Maj. & Mrs McMunn
Mr Casulli	Lt. Mead
Mr & Mrs A. Chapman & children	Mr & Mrs Mitchell-more and child
Mr and Mrs Coppin	Capt. Monteith, R.A.M.C.
Comdr. & Mrs Correa and children	Mr Nixon
Mr A. Counland	Mr J. Plummer
Capt. & Mrs Cowan	Mr Potts
Mrs Davison	Major & Mrs Pyne,
Major Davy, R.E.	R.E., and children
Major Dorgan	Lt.-Col. J. J. Radcliffe, R.E.
Mrs Doyle	Mrs Rice
Mr and Mrs Early	Mr Rogers
Major Faichnie	Mr A. Sinclair
Mr and Mrs Fuster and children	Miss Skinner
Mr F. W. Gibbins	Mr O. Skott
Mr & Mrs A. Gibson	Lt.-Col. & Mrs Usher Smith
Mr & Mrs Grimshaw	Mrs Smith
Mr F. Grissell	Mr Sorenson
Miss Hackett	Mr and Mrs Bruce Shepherd
Mr B. A. Hale	Mr G. E. Stewart
Lt.-Col. Gordon Hall, R.A.M.C.	Capt. & Mrs Stewart, nurse and child
Mr Hardman	Bishop of Victoria
Mr F. A. Haseland	Capt. and Mrs Wate, and child
Mr & Mrs J. Horbury	
Mrs Hovbunder	
Major Humphrey, R.F.C.	Capt. & Mrs Whitefield
Lt.-Col. H. W. Iles, R.G.A.	Mr E. Williams
Capt. & Mrs Irons	Mr C. Wilson
	Mr Wood



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NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs

VICHY CELESTINS

½-bottles and ¼ bottles for Kidney and Kindred troubles, bladder trouble — Gout — Gravel — Arthritis

VICHY GRANDE-GRILLE for Liver trouble and Biliousness.

VICHY HOPITAL For Indigestion.

REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED

VICHY-ETAT PREPARATIONS

VICHY-ETAT SALT Natural salt from the waters.—In tins and bottles.

VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.

VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

JARDINE HOTEL.

Mr and Mrs B. A. Balantine	Mr W. W. Hipkin
Mr G. Barres	Mr T. H. Hitt
Mr and Mrs W. G. Bentley	Mr H. D. Holloway
Mr Ronald Bentley	Mr and Mrs W. Jackson
Mr C. J. Brantigan	Mr R. McNair
Mr A. R. Chenworth	Mr E. C. Norris
Lieut.-Gen. W. Crosbie, R.E.	Mr S. Paul
Mr R. Dennis	Mr A. Riggs
Mr W. J. Fades	Mr and Mrs Silva
Rev. Dr. M. Elmore and children	Mr V. R. Stannard
Mr E. A. Fernandez	Mr C. V. Swigge and Mrs Tai
Mr O. W. Fulcher	Mr & Mrs E. Walker
Mr E. F. Garratt	Mr and Mrs D. C. Watling
Mr T. A. Gladwell	Mr and Mrs B. Wyyy
Mr A. J. Grandy	Mr A. R. W. Wilde
Mr Chas. J. Higginbotham	Mr D. Wilson

GRAND HOTEL.

Mr F. Allen	Mr and Mrs J. J Kingham
Mr C. Beck	Master J. J. Kingham
Mr & Mrs W. Boggess	Mr O. Logan
Master W. Boggess	Mr F. G. Owen
Miss W. Boggess	Mr Reynolds
Mr J. Bollard	Mr W. J. Roberts
Mr G. Bondewijns	Miss M. J. Roberts
Mr and Mrs A. B. Crew	Mr Roggeveen
Mr M. Esmailt	Mr R. Sanderson
Mr J. S. Gander	Mr O. Weisman
Mr T. A. Howards	Mr S. H. Wright
Mr H. R. Jass	Mr C. Zellvia

THE CHINA MAIL

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PRICE ... 20

ROBT. PORTER & CO'S
CELEBRATED
BULL DOG
BRAND
LIGHT ALE
IN PINTS & SPLITS
Very light, extremely palatable and refreshing.
Brewed from the finest English malt and hops.
SOLE AGENTS
A. S. WATSON & CO., LTD.
WINE & SPIRIT MERCHANTS.

WM. Powell LTD.
TELEPHONE 348
are now showing
THE MOST EXCLUSIVE
NOVELTIES OF THE
MOMENT IN
TIES, SHIRTS, SOCKS.
You would do well to call and inspect these goods
WM. Powell LTD.
THE
UP-TO-DATE
GENTLEMEN'S
OUTFITTERS.

THE DIARY.

MEMOS. FOR TO-MORROW.

10.01 p.m.—Full Moon.

11 a.m.—Auction of Household Furniture at Messrs. Hughes and Hough's.

General Memoranda

FRIDAY, Sept. 4 & SATURDAY Sept. 5:—
7.02 p.m.—12.18 a.m.:—Partial Eclipse of the Moon.

SUNDAY, September 6:—
8 a.m.—Excursion to Macao.

MONDAY, September 7:—
Labour Day—U.S.A.

WEDNESDAY, September 9:
Admission Day—U.S.A.

SATURDAY, September 19:—
Noon.—Hongkong Bank Extraordinary Meeting.

THE CHINA MAIL
TYPHOON
MAP and
GUIDE
Enables one to locate the centre of a Typhoon
MOUNTED ON CARDBOARD AND TAPED FOR HANGING.
Price 40 Cents.
From the CHINA MAIL Office.

THE EDWARD DISPENSARY,
C. KAMMING & Co., LD.
Chemists and Druggists.
GREAT REDUCTIONS IN PRICES.
PRESCRIPTIONS ACCURATELY DISPENSED.
Pure Drugs, Patent Medicines, &c.
2A, QUEEN'S ROAD, HONGKONG
Established July 12, 1912.

The China Mail

HONGKONG, THURSDAY, Sept. 3, 1914.

COAL MINING IN SOUTH CHINA.

IN these days of war and rumours of war, at first sight it seems uninteresting to read anything about coal-mining. On the other hand, it must be remembered that not a little of success of modern warfare may depend upon coal. Anyway, we understand that recently capitalists have really made a serious beginning at getting out some of the coal that is known to await the miner's pick in Kwangtung Province. We have been informed that the coalfield that has been surveyed and attacked, is situated in the district of Kuk Kong, one of the counties on the North River. For many years, and probably centuries, coal has been dug up by the Chinese after their regular fashion, though inferior quality. Now, however, something more serious has been attempted, and some results have followed. The report before us states that since the work really has been pushed forward about one thousand five hundred tons per month have been dug up and sold. This does not seem a great deal, but when we remember what was going on before it must seem a respectable amount. At first all that could be dug up was sold to the Government, who needed it for their gunboats. But the demands of the underlings, and the payment of recognised "tips" to all and sundry scooped up so much of the profits that the managers came to the conclusion that they would sell no more to the authorities and bluntly told them so. This brought the matter into the light of open day, and it has been decided by the Government, so our report says, that in the future should any underling attempt to reap any advantage for himself he will be dealt with after the most approved fashion in semi-civilized states. The Government has also promised that these illigitimate payments shall cease. So the managers have again taken over Government contracts and little of the coal, if any, finds its way into the general market. Meanwhile the charge demanded for the coal seems to be high. It is said that twenty-three dollars per ton is paid for the best kind, and that eighteen is paid for the more inferior quality. Whilst it remains so expensive there is little chance of its coming into competition with coal from either Japan or the north of China. Meanwhile it is anticipated that at no distant date more facilities will be arranged between the coal pits and the waters of the North River; whereupon it will be possible for big wide-bottomed barges to float down the river, and after discharging their cargo of coal, could easily be towed up stream by a powerful steam launch. If the report before us is substantially correct, there seems to be a hope that ere long this district will be bringing coals into the market. Meanwhile, the Government is said to be delighted that it can get its own coal, and so be independent of the supplies that may fluctuate during the progress of the European war.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The running of the 8.45 Sunday morning Golfers' train for Fanling has been suspended till further notice.

Mr. Adam Wright, third officer of the steamer Inverclyde, died at sea from heart failure on August 8 and was buried at Aden.

We understand that the committee of the V.R.C. has kindly granted the Boy Scouts the privilege of a morning dip in the bath during their mobilisation.

The Puisne Judge postponed the hearing of an action in the Summary Court this morning as one of the solicitors concerned, a resident of Kowloon, was unable to cross the harbour on account of the typhoon.

The U.S. gunboat Elcano went ashore in the Yangtsze at Walled Village, above Wuhu, on August 19. The Kiangfoo, which was downward bound made an attempt to tow her off without success and reported the matter to the U.S. naval authorities on her arrival here. She was subsequently refloated without damage.

While swinging in the Deep Hole at 12.30 p.m. on August 22 the Japanese steamer Omi Maru drifted up river and fouled the up-steamer moorings of the dredger with her starboard anchor. After fruitless efforts to clear it, the cable had to be slipped to enable her to proceed to her wharf.

Two thousand Chinese are to leave Port Swettenham to-day by a Chinese boat for various ports in China. Applications are now being received less frequently by the Protector of Chinese and there were very few destitute round the Chinese Secretariat this morning. More tickets, however, will be issued to-morrow.—(M. M. August 26.)

On her arrival at Tungchow on August 19 the Tehsing was forbidden by the Chinese authorities to go alongside the hulk as it was learned that among her passengers were a number of revolutionaries, who intended to make trouble at the port. She was consequently compelled to go on without putting out the cargo she carried for that station.

The C.M. steamer Kuling is reported to have gone ashore in the Upper Yangtsze about thirty miles below Ichang on August 16. The Kweilee, which was passing, endeavoured to tow her off but was unsuccessful. While conveying lines between the two ships the Kuling's boat got foul of one of the wires and was capsized, several of the crew, including the Chinese pilot, were drowned.

Special telegrams to the Times of Ceylon announce that re-exports of tea from Britain are entirely prohibited. That German banks are reopening in London under strict supervision and marked limitations of business. And that many Ceylon residents are stranded in Switzerland, including Mr. F. Crosbie Rogers, editor of the Times of Ceylon and his wife. Our own Editor, Mr. W. G. St Clair, at the time of last writing, was well and at York preparatory to a motor tour to Scotland. Another resident of Singapore was anticipating a motor trip to the Ardennes!—We don't think he went.—(S. F. P. Aug. 28.)

UNIVERSITY OF HONGKONG.

Matriculation Examination: July 1914.

The following gentlemen have been successful in the above examination, held from July 13th to 18th:—

No. 1 Cheah Tiang Lim, 2 Khoo Tiang Phean, 4 Henry Arthur Phipps, 5 Goh Nguan Hai, 6 Huang Tak Siu, 7 Hau On Wa, 8 Poon Yan Chi, 9 Li Hin Cheung, 10 Eu Khay Hoe, 11 Loke Yuik Yow, 14 Ma Tsung Cheong, 16 Wong Kam Hong, 18 Kwok Lap Keung, 19 Chao Kuo Tung, 25 Chan Chik Kan, 26 Lo Kun Un, 27 Lei Kan Kwong, 29 Li Chih Chang, 30 Ho Chang, 31 Pih Chin Tou, 35 Wang Chen Tsai, 39 Shum Wai Yau, 41 Lo King I, 42 Chan Sik Ki, 46 Ho Luen Pik, 47 Chung Tsung Kwai, 48 Tam Chouk Kai, 49 Un Kwan, 50 Pun Ching To, 51 Siu Ho Ming, 52 George David Chan, 53 Tang Shu Shum, 54 Omar el Arculli, 58 Andrew Ernest Donald.

TROPHIES OF BELGIAN TROOPS.

According to a despatch from Brussels, the Belgians captured 100,000 Mauser rifles in the recent victory in Liege, but destroyed them owing to want of ammunition to fit them.

Americans Join British Army.

According to a despatch from Ottawa, the American residents in Canada and about 10,000 Americans who came over to Canada have applied to the Canadian Government to join the Canadian reenforcements for the British expedition to the European Continent.

RHEUMATISM.
HAVE you ever tried Chamberlain's Pain Palm for rheumatism? If not, you are wasting time, as the longer this disease runs on the harder it is to cure. Get a bottle to-day, apply it with a vigorous message to the afflicted parts and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Storekeepers.

TYPHOON WARNINGS.

The following telegram was received at the American Consulate General from Manila Observatory at 2.35 p.m. to-day:—

Cyclone or Typhoon, E. of Balintang Channel, almost stationary.

Cyclone or Typhoon, Near or over the northern Ladrone or Mariana Islands, moving N.W.

The following telegrams were received from the Manila Observatory by the American Consulate General at 6.30 p.m. yesterday.

Cyclone or Typhoon east of the Balingtang Channel inclining northward.

Cyclone or Typhoon east of the Ladrones or Mariana islands, direction unknown.

THE TYPHOON.

Owing to the severe rain and wind storm that has prevailed here during the last twenty-four hours much inconvenience was caused to Kowloon residents. The Star Ferry boats stopped running after 8 a.m., thus preventing a large number of business people, military and others from proceeding to Hongkong. The storm abating somewhat enabled the steamers to resume about 2.30 p.m.

No serious damage is reported in consequence of the storm.

Big waves breaking over the Praya in the West Point and Kennedy Town districts caused the suspension of the electric tram service in this part of the town for several hours this morning.

The new Star Ferry wharf at Kowloon felt the full force of the storm, but was not damaged. The waves which broke over the sea wall, however, washed out a portion of the roadway in front of the ferry station.

Some idea of the severity of the heavy sea in the harbour can be imagined from the fact that a bamboo jetty situated between the old Star Ferry wharf and the Kowloon Godown Company's wharf was swept away. The waves also swept the old Star Ferry wharf but no timber was dislodged.

On the new Star Ferry wharf there was only one incident to record. The Asiatic's gangway, which was supported from the water by a pulley-block, suddenly dropped owing to the snapping of the cranks. This occurred at 10.30 a.m., when the storm raged at its height.

THE FRISIA.

A Prize of War.

A notice has been posted by the Registrar of the Court of Prize calling upon all persons concerned to show cause why the German steamership Frisia (H. Rohde master) her tackle, furniture and cargo, should not be declared a lawful prize of war.

A HALF YEAR'S WRECKS.

A summary issued by Lloyds shows that during the period of 1914 from January 1st to July 14 542 sailing and steam ships (excluding vessels on the Great Lakes and Japanese sailing ships) were lost at sea or condemned on account of faults caused by scrose of weather. Of the total 113 ships of 199,453 tons were British and 37, of 20,091 tons British Colonial.

OUR ATTITUDE TOWARDS WAR.

The Holy Scriptures speak as we all remember of a momentous change which shall come over the world but we fail to observe that the change has already come in essence in the Incarnation. We have to realise it. The earth must be to the end the scene in which men are to gather the fruits of Christ's victory. But we believe that it is the purpose of God "to sum up" to reconcile all things in Christ and that he calls us to work with him. Thus in my opinion our attitude towards war is surely determined. We shall accept it as a necessity under conditions in the present state of things and when we have accepted it we shall prosecute it with unquestioning faith, as fulfilling a sacred duty. But we shall not acquiesce in the present state of things. As Christians we shall deal with the world as it is but at the same time, as Christians, we shall seek to purify and ennoble our social and national relations. We shall resolutely hold to quote L. S. Pennington: "That there is a better state which the Lord hath already brought some into, and which nations are to expect and travel towards."

Meanwhile in our labours to attain this better state we shall remember that each nation has some ministry committed to it; that its end is not aggrandisement but service: that war is immeasureably better than the betrayal of its trust, the neglect of its duty towards those who rightly look to it for help and protection; that the use which is made of the opportunities brought by the close of a successful war is in some sense a measure of its righteousness. Thus while we accept the heavy responsibilities of war, we shall labour unceasingly for peace. Labour in this spirit will not be fruitless. Experience justifies our confidence in the promises of the Gospel. The history of Christendom from the fall of the Roman Empire is the history of the preparation of the nations for international peace. In one continuous movement private and tribal wars have been abolished and if the ultimate appeal is still necessarily made to force, the exercise of force is more and more determined by moral considerations.

(The late Bishop Westcott of Durham.)

REMEMBER THE NAME.
CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is the best known medicine for diarrhoea, dysentery, colic, cramps or pains in the stomach. You may need it some time. For sale by all Chemists and Storekeepers.

THE CHINA COAST GAZETTE.

Mr. R. Brown, chief engineer, Hsinkong, is on leave.

Mr. N. Hood, from leave, has gone acting chief engineer, Hsinkong.

Mr. W. McLean, from leave, has gone second engineer, Hsingkong.

Mr. F. Neville, second engineer, Kiangsee, is on leave.

Mr. W. R. Williams, second officer, Tungwo, has gone acting chief officer, Changwo.

Mr. W. D. Rodgers, second officer, Tuckwo, has gone acting chief officer, same ship.

Mr. G. F. James, chief officer, Tuckwo, has gone acting master, same ship.

Captain G. Philip, master, Tuckwo, is on leave.

Mr. J. S. Masson, acting chief officer, Changwo, has gone second officer, Tuckwo.

Mr. J. Fitzpatrick, acting chief engineer, Taksang, is awaiting orders.

Mr. A. Winterbottom, supernumerary, Hsin Peking, has gone third engineer, Hunan.

Mr. C. N. Flood, superary, Yingchow, has gone acting third engineer, same ship.

Mr. Simpson, chief engineer, Tamsui, is on leave.

Mr. M. D. Kerr, second engineer, Yingchow, has gone acting chief engineer Tamsui.

Mr. J. Cumming, third engineer, Yingchow, has gone acting second engineer, same ship.

Mr. W. G. Ramsay, Changchow second engineer, is on leave.

Mr. J. B. S. Nuestor, supernumerary, Tungchow, has gone second engineer, Changchow.

Mr. J. E. Runcie, supernumerary, Liangchow, has gone supernumerary chief engineer, Hsin Peking.

Captain F. D. Northcombe of the Chengtu, has gone master, Shuntien.

Mr. R. J. Cain, acting master, Shuntien, is on reserve.

Mr. W. H. Manwaring, supernumerary, Hsin Peking, has gone second officer, Hunan.

Mr. W. J. Roberts, supernumerary, Hsin Peking, has gone chief officer, Ningpo.

Mr. J. M. Clare, chief officer, Ningpo, has gone supernumerary, Hsing Peking.

Captain J. G. Cogan, from reserve, has gone master, Tientsin.

Captain F. McGarity, of the Tientsin, is on leave.—"Shipping and Engineering."

THE LOSS OF THE GLENFARG.

Naval Court of Enquiry.

On Aug. 17, at the British Consulate, Nagasaki, a Naval Court of Enquiry was held to investigate the circumstances which attended the wreck and total loss of the British S.S. Glenfarg. Mr. G. P. Paton, Acting Consul, was President of the Court and the members (the Nagasaki Press reports) were Mr. W. Davison, Master of the S.S. Empress of Russia, and Mr. W. J. Davis, Master of the S.S. Satanta.

The Glenfarg, which was a steel vessel of 3,647 tons gross register, of the Port of Glasgow, sailed from Moji on the 13th of August, at 6.30 p.m., for Woosang, with a cargo of sleepers. At 7 a.m. the next morning the ship struck a submerged rock near the Goto Islands, and sank at 8.52 a.m.

Evidence was given before the Court by the Master (Mr. E. E. Williams), the Chief and Third Officers, the Chief and Second Engineers, and two Quartermaster of the Glenfarg.

It was stated that the weather was fine and there was a smooth sea. At 6 a.m. on the 14th, Shirose Light was observed bearing S. 56W., and the Master, being on deck, altered the course to S. 60W., and again at 6.15 a.m. to S. 57W. At 6.30 a.m. the course was altered to S. 70W. with the object of passing one mile distant from Shirose Light and striking a point five miles north of North Saddle Light. At 7 a.m., with Shirose bearing South by East, distant one mile, the ship struck a submerged rock. The engines were put full speed astern and the Master, finding that the ship was filling quickly, made several attempts to beach the vessel but without success. He then turned the vessel towards Shirose with a view to beaching her there, but could find no place to do so, so he placed her against the rocks at Shirose, hoping that she would rest on something before being totally submerged. The vessel was now going down rapidly by the head and soon became unmanageable, the propeller being out of the water. At about a quarter to eight the vessel listed heavily to starboard and it was decided to abandon her. The boats pulled off and stood by. At 8.52 the steamer turned gradually to starboard and disappeared. The Japanese steamer Yawata Maru, which was passing at the time, took the crew on board and landed them at Nagasaki.

The evidence showed that bearings had been taken to verify the position of the vessel just before she struck and it was clear to the Court that the vessel was about one mile distant from Shirose Light.

The finding of the Court is as follows:—

That the vessel must have struck a submerged obstacle, about one mile N. by W. of Shirose Lighthouse.

That the Master was steering the usual course and appears to have navigated his vessel in a seamanlike and proper manner. He is accordingly exonerated from blame.

That the officers and crew appear to have conducted themselves properly and given every assistance.

That the attention of the proper authorities should be drawn to the position of the submerged danger to navigation.

That the expenses of the Court, fixed at £6.9.0, shall be paid by the Master, on whose application the court was held.

Dated at Nagasaki this Nineteenth day of August, 1914.

Signed—
G. P. PATON,
Acting Consul.
W. DAVISON,
Master, "Empress of Russia."
W. J. DAVIS,
Master, "Satanta."

TREATMENT FOR DYSENTERY.
CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Storekeepers.

THE "KLEIST'S" EXCITING VOYAGE.

FROM COLOMBO TO PADANG.

We take the following from the Straits Times:

An interesting, if a somewhat thrilling voyage, was experienced by many passengers aboard the N. D. L. steamer Kleist which left Singapore for Europe on Tuesday, July 27th. After leaving Penang nothing of any account occurred until the pleasantries of the trip were broken into off Ceylon by the approach of th German liner Room, which ran up close alongside and hoisted a series of signals, following which the Kleist hugged the coast of the Island and entered Colombo at 11 p.m. on Saturday, August 1st. Coal was taken aboard hastily and at six o'clock the following morning she resumed her voyage to Europe. For two hours she steamed due west and at 8 a.m. turned suddenly and proceeded due east. Three hours later, the first official intimation to the passengers that the voyage was to be interrupted was the issuing of the following announcement which was placed on the notice boards of the ship: "I have just received the following urgent telegram: 'S.S. Kleist is immediately to sail for Sabang for further orders.' Consequently, the s.s. Kleist breaks the homeward voyage and is now sailing for Sabang. Arrival at Sabang probably on August 5th. (sd.) Capt."

PAINTING THE FUNNEL.

Following this events moved rapidly, and it was apparent to passengers that they were in for a new and a thrilling experience! Painters were hoisted to the top of the big yellow funnel and were soon engaged in painting a broad band of black around it. Further down another band of black was painted over the yellow, the funnel thus being disguised completely. On Monday, August 3rd, it was reported aboard that the ship was being chased by a cruiser. Certainly, away on the horizon was a streak of black smoke that hung persistently behind. Whether the vessel was being followed was a matter of conjecture among the passengers. An officer was continually at the masthead on the look-out, and the Kleist put on all steam, making 17 knots an hour, and eventually outdistancing any ship that might have been in pursuit. All lights were ordered to be out by 7 p.m., and to ensure this being done the electric current was switched off. Naturally the passengers were in a state of anxiety, and wondered what it was leading to, especially as the ship was making a very zigzag course.

Eventually on Friday, August 7th, the liner dropped anchor outside Emmahaven harbour, Padang, on the west of Sumatra. Officials were quickly aboard and the wireless installation was ordered to be dismantled. The day following most of the passengers called on the manager of the Java Bank, whom they understood represented British and American interests. He proved to be exceedingly kind and courteous and advised them to remain aboard the Kleist until the Captain ordered otherwise. They had to content themselves with little excursions ashore awaiting the arrival of another steamer, and spent a pleasant time, not realising of course the gravity of the situation, as they were under the impression that as a Dutch liner was expected from Europe they would be transferred and eventually reach their respective destinations.

On August 12th, a number of them took passage in the Insulinde for Batavia, where they arrived two days late. Among those leaving were Mr. and Mrs. R. Balfour Law, Mr. Acton, Mrs. Morgan and two children, Mrs. Meade, Mr. and Mrs. Richard, Mrs. Palmcke and another German lady. Several of the party left Batavia by the Rumphius and arrived here on the 18th inst.

A HARDSHIP ON PASSENGERS.

These details were kindly furnished to us by Mr. and Mrs. R. Balfour Law, whose well deserved holiday in Europe has been so rudely interrupted. They had come down from the interior of Siam, where Mr. Law is engaged with one of the Siam teak companies on the construction of a railway in the north of that country. He was going on short leave with his wife, but will now return to Bangkok. They have made the most of their curtailed excursion, as both having a gift for water colour drawing have reproduced several charming little views, as well as a painting of the Kleist's funnel being disguised.

Asked respecting their treatment aboard the Kleist, they said they were very well treated and had plenty to eat, though at Padang water ran scarce owing to drought. They had taken return tickets on the German mail, and although they had endeavoured to get a rebate the company's agents in Singapore have told them they can do nothing in the matter.

The "Manchester Guardian" is responsible for what is surely a unique piece of journalism—the publication of a criticism of Shaw's "The Admirable Bashtille" extending to three-quarters of a column. In blank verse. As an excuse, the "Guardian" points out that Mr. Shaw wrote the play in blank verse "because he had no time to write it in prose."

CHRONIC DIARRHOEA.
ARE you subject to attacks of diarrhoea? Keep absolutely quiet for a few days, rest in bed if possible, be careful of your diet and take Chamberlain's Colic, Cholera and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on and it will cure you. For sale by all Chemists and Storekeepers.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut-Col. A. Chapman V.D.

UNIFORM.

All men deficient of articles of Khaki drill uniform must apply for them between the hours of 4 p.m. and 5.30 p.m. to-morrow Friday 4th.

PARADES.

The parade ordered for this afternoon is cancelled. In future morning drills will be discontinued. Four drills will be held on Monday, Tuesday Thursday and Friday each week. All Sections or Companies, whether on duty or not, will attend these parades.

Reveille will be at 6.30 a.m. and Sick Parade at 7.0 a.m.

Parades for to-morrow Friday 4th instant.

5.45 p.m. No. 2 Section Artillery Battery will parade as for to-day.

8.0 p.m. Recruits all sections under Sergeant Major

Scouts Company under D.C.L.I. Instructors as one Company.

No. 1 Section Artillery Battery, Engineer Co., Right Section M. G. Co. and Centre Section M. G. Co. under D. C. L. I. Instructors as one Company.

Left Section M. G. Co. and Civil Service Co. Machine Gun Drill on Murray Parade Ground. The two latter sections will parade at Volunteer Headquarters at 6.0 p.m

DETAIL.

On duty Friday, 4th instant, Group 2:—Officers on duty Friday, 4th inst., Capts. Armstrong, Churchill and Lt. Norrington.

To furnish Guard to-night, Left Section M. G. Co.; to-morrow, Civil Service Company.

Orderly Officer to-night, Lieut. Murphy; to-morrow, Lieut. Cunningham.

Orderly Sergeant to-night, Sergt. Jacks; to-morrow, Corpl. Hamilton.

Hongkong Volunteer Reserves.

PARADES.

Friday the 4th. Tuesday the 8th and Thursday the 10th Sept.:—Nos. 1 and 2 Companies all Sections at 5.30 p.m. each night. Dress: drill order

Monday and Wednesday the 7th and Sept. (Officer and N.C.O.'s at 5.30 p.m.)

MUSKETRY.

All members of Nos. 1 & 2 Companies unless excused, must attend at the Peak Range either on Saturday the 5th or Sunday the 6th at times previously notified.

DUTY AT LAW COURTS.

Members will not be required to sleep at the Law Courts until further orders but must be ready to turn out with arms, ammunition and equipment at short notice if required—in the event of the alarm being given members will fall in at the Law Courts.

Section and Squad Commanders must complete their groups for alarm purposes by Monday the 7th Sept. and report to the Officer Commanding Companies that this has been done.

HONGKONG'S SCOUTS.

The Troop Re-organised.

"Our Scouts Gazette," the official organ of the Hongkong troops of Baden Powell's Boy Scouts, contains the following note on the re-organisation and mobilisation of St. Joseph's Troop:

"It was with very much pleasure that we received permission from His Excellency the Governor to continue our troop of Baden Powell Scouts in connection with the College. It will not be out of place here to give full particulars of the requirements for joining the troop. The applicant must be a British subject and should he be an English boy he must be asked first whether he will not join the Cadet Corps in the Colony. If, however, he decides to remain in the Scouts he can, but first and foremost he must think well before deciding. Every Junior Scout must obtain the permission of his parents or guardian to join the Troop. By the express wish of our Superiors it has been decided that boarders at the College are not eligible at present to join the Troop.

The Troop will be known as St. Joseph's Troop of Baden Powell Scouts and be composed of two companies: the Senior (previously known as St. Joseph's Bodyguard) will be under the sole charge of Scoutmaster A. J. Edwards, and the Junior under Scoutmaster G. E. Roylance with Assistant J. M. Braga as deputy to either troop. For discipline and exercises the two troops will work together and either Scoutmaster may take charge. Particular attention must be paid to the financial part of the Scouts' duties now that we have recommenced.

As British subjects we felt we would like to take a little share in helping to keep the flag flying. At the unanimous wish of the scouts I sent to our Chief Scout the request of St. Joseph's Boy scouts to be allowed to volunteer to do anything they could to help. I was very pleased, indeed, to hear some—in fact, many—of you remark that you did not care what you did as long as you could be useful. That is the true scout spirit and I am pleased to be able to record that your offer has been accepted. You are all aware in what capacity your services will be required. We all hope that the day may not come when you will be put to the test, but like true scouts we must "Be prepared." By kind permission of Colonel Irwin, R.A.M.C., Major Dorgan, R.A.M.C., has arranged for 36 of the senior scouts to be trained as stretcher bearers, while the Sisters have kindly undertaken to teach the juniors the art of bandaging. Six of the scouts (junior) will be available for demonstration purposes to the Military Hospital and a like number of the Royal Naval Hospital. I now come to the climax of your volunteering. We have got to be prepared to be called upon at any time, so upon your initiative I approached your Chief Scout for permission to mobilize at our headquarters until further orders. He at once fell in with your wish and obtained the sanction of H.E. the Governor so that we are now "under orders." The Scouts parade each evening at 9 p.m. for sleeping in headquarters and dismiss at 7 a.m. On Mondays and Fridays the Troop parade for practice at Stretcher Bearer Drill at the Military Hospital and also carry on other drills.

I need not lay before you the fact that you have been accorded a very high honour by His Excellency and you, one and all, I know, appreciate fully the trust he has reposed upon you and will do your best to learn from your instructors so that when called upon you will be ready; while under these orders strict discipline of course must be maintained."

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE WAR.

BRITISH VICTORY OVER GERMAN CAVALRY.

TEN GUNS CAPTURED.

RUSSIANS HEAVILY DEFEAT AUSTRIANS

THE JAPANESE AT KIAOCHOU.

LONDON, Sept. 2, 12 p.m.

The Japanese have occupied seven islands at Kiaochau, and have already removed 1,000 mines.

THE FIGHTING IN EAST PRUSSIA.

LONDON, Sept. 2, 2.20 p.m.

The Russian Staff announces that the Germans in East Prussia, considerably reinforced, inflicted a reverse on the Russians.

It was purely a local engagement in which the Russians were outnumbered, and it was due to the arrival of German siege guns.

Russian reinforcements have arrived.

THE CAPTURE OF TOGOLAND.

The Government's Congratulations.

LONDON, Sept. 2.

The Rt. Hon. Mr. Harcourt, Secretary of State for the Colonies, has telegraphed the Government's congratulations regarding the Togoland operations and their high appreciation of the excellent conduct, skill and dash of the Allied Forces.

GERMAN CROWN PRINCE'S ARMY DEFEATED.

LONDON, Sept. 2, 2.50 p.m.

Monday's official Paris *communiques* are now coming through. So far the only fresh news is "We beat the Crown Prince's Army in the regions of Spincourt and Longuyon."

BIG VICTORY FOR THE BRITISH.

LONDON Sept. 2, 7.10 p.m.

A Paris official *communique* of yesterday states that a German Cavalry Corps marched on the Forest of Compiegne. They were engaged by the British who captured ten guns.

Another Cavalry Corps have advanced on the line between Soissons and Anizy-le-chateau.

The enemy has shown no activity in the Rethel and Meuse district.

OFFICIAL CONFIRMATION.

LONDON, Sept. 2

A telegram from Paris officially confirms the news that the British have captured ten German guns.

GREAT VICTORY FOR THE RUSSIANS.

LONDON, Sept. 2, 5.10 p.m.

A *communique* issued at Petrograd states that the Russians defeated the 15th Austrian Division at Zloczow, East of Lemberg: capturing 100 officers, 4,000 men and 20 guns and a Standard of the 65th Austrian Regiment.

The Austrian commander was killed.

LATER.

A Petrograd official report states that the battle which took place ten miles from Lemberg concluded yesterday.

The Russians defeated three Austrian Corps, captured 150 guns, and inflicted enormous losses.

(The following telegrams were received overnight.)

CASUALTIES OF BRITISH EXPEDITIONARY FORCE.

LONDON, Sept. 1, 11.46 p.m.

An official list of the casualties of the expeditionary force, respecting one Cavalry Brigade and three Divisions, less one Brigade, is as follows:—

Officers killed, 86; wounded, 67; missing, 95.

Men killed, 727; wounded, 629; missing, 4,183.

The considerable proportion of missing men were wounded who had been sent down country, and regarding whom particulars are not available. The missing may include unwounded, prisoners, and stragglers as well as casualties. The casualties are regarded as small considering the severity of the fighting and the nature of the operations.

GERMAN AEROPLANE DROPS BOMBS IN PARIS.

LONDON, Sept. 2, 2 a.m.

A German aeroplane has appeared over Paris. It dropped a bomb near St. Lazare station, and another over the Opera House. Guns mounted on roofs fired at it, but the aeroplane disappeared in a north-easterly direction.

ZEPPELIN APPEARS AT ANTWERP.

LONDON, Sept. 2, 6.50 a.m.

A Zeppelin re-appeared at Antwerp at three in the morning and received a vigorous cannonade and fusillade. Details are lacking.

GERMANS PREPARING TO INVEST AND BOMBARD ANTWERP.

LONDON, Sept. 2, 2 a.m.

All the indications point to a determination on the part of the Germans to invest and bombard Antwerp. An extensive movement is reported at Lierre, north-east of Malines, while other bodies of troops are moving upon Termonde and St. Nicolas from Brussels.

THE SITUATION IN THE VOSGES AND LORRRAINE UNCHANGED.

LONDON, Sept. 2, 4.20 a.m.

A French official statement says that the situation in the Vosges and Lorraine is unchanged.

MORE RUSSIAN SUCCESSES.

LONDON, Sept. 2, 10.55 a.m.

An official statement published in Petrograd, the re-named Russian capital, says that there was a notable Russian success at Gnilalips, near Lemberg, which was considered impregnable. The Russians buried 4,800 Austrians and captured their flag, along with thirty-two guns; and made many prisoners, including a General. The Russians were also successful in the Warsaw district, where they captured three guns, ten mitrailleuses, and made over a thousand prisoners.

BY TELEGRAPH.

(Wah Tan Yat Po's Service).

CHINA'S PRECAUTIONS AT SHANGTUNG.

PEKING, Sep. 2.

It is reported that ten divisions of the Army have been stationed in the vicinity of Shangtung for the protection of China's neutrality. Tuan Chi Sui is commander in chief in the north and Chang Hsun in the south, while Vice-Admiral Li Wo has been ordered to bring in three cruisers at present cruising in the China Sea.

AMERICAN ADVISER APPOINTED.

PEKING, Sept 2.

The Government has appointed an American as an adviser.

CHINA'S RAILWAYS.

PEKING, Sept. 2.

A strong guard has been ordered to be placed over the railways.

CHINA AND RUSSIA.

PEKING, Sept. 2.

The Russian Treaty Commissioners have arrived at Peking.

WAR NEWS.

IMPORTANT NOTICE.

Any European desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Head Quarters Offices, at least 48 hours before the intended hour of departure, giving name, age, height, complexion and occupation of the applicant and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave.

BRITISH SCHOLARS LEAVE GERMANY.

A correspondent writes to the "Pall Mall Gazette" on July 30:—

Yesterday afternoon the foreigners of all the big German schools were somewhat surprised to be officially informed that they were to leave Germany without delay. The result was that English boys from several of Germany's leading schools found themselves all travelling together last night by the Hook of Holland to England.

Between Bonn and Cologne no fewer than eight long trains going towards the French frontier passed us, fully packed with soldiers and all the necessary military equipment. As each train passed, the soldiers loudly cheered, and the "Wacht am Rhein" was sung with much fervour. It was a most impressive sight, and one could not help thinking that the "Vaterland" meant business.

The bridges on all the railway systems in Germany are being carefully guarded by soldiers, and a state of intense excitement reigns in every town. The latest news printed on small sheets of paper is eagerly bought by the excited populace.

In Bonn, on Tuesday night, a sensational piece of news arrived, and there was a frantic scramble to buy the papers. As it was found fruitless to try to obtain copies readily enough, a request was made that someone should read aloud.

Every one apparently desires war, for it is contended that the time to attack has now come, and Germany ought not to wait till 1916, when Russia will be ready to receive them on other terms.

It is a significant circumstance that the big public schools have expedited the vacation period, thus enabling them to convert the buildings into military hospitals at the earliest possible moment.

TSINGTAU READY.

Final Preparations Made.

Peking, Aug. 20.

A telegram which reached Peking to-day states that the Governor of Tsingtao has issued a proclamation in which he says that an attack is likely to take place at any time, besides which the people are ordered to carry out certain instructions with regard to the part they are to take when hostilities commence.

INDIGNITIES ON CONSULS IN GERMANY.

Thrown Into Common Gaol.

Twenty-four Hours Without Food.

Both the British and French Governments have for some time past been anxious for the safety of their consular agents in Danzig.

A telegram, dated Paris, Aug. 19th, states that great indignation is being expressed at the manner in which they were treated by the German authorities.

They were given an hour to leave the country with their families.

They were then told they would be taken to the Dutch frontier; but on their way to Holland they were seized and confined in a prison with felons and criminals.

They were confined in cells which they were forced to clean out themselves and were treated generally in a brutal manner.

They were kept for twenty-four hours without food.

The Germans eventually decided to release the British Consul, who is now safe in Belgium, and the French Consul was subsequently released and is now in Holland.

WAR NEWS.

BRUTALITIES IN ALSACE.

17-Year Old French Sympathiser Shot.

A report from Belgium states that the Germans previous to their retiring from Blamont shot a young girl of seventeen years of age and an old man of eighty years for no other reason than they were thought to be French sympathisers.

Numerous instances are reported of the ill treatment meted out to French and British subjects residing in Alsace and Germany.

FIRING AT TSINGTAO HEARD.

Grim Preparations.

Hanchowfu, Aug. 27.

The last foreigners out of Tsingtao report that the Germans have settled grimly down to fight to the death. Barbed wire entanglements have been heavily planted, villages nearby burned to prevent cover to the attacking force and tall chimneys blown up to prevent the Japanese gunners from having sure landmarks.

Chinese Troops at Weihsien.

Chinese troops are reported to be concentrating along the line of the Shantung Railway at Weihsien and points to the east.

THE FORTIFICATIONS.

Weihsien, Aug. 27.

Chinese arriving at Kiaochou report that firing was heard yesterday at Tsingtao. Other Chinese reports say that British and Japanese ships fired a few shots at the forts, which replied.

German reservists from distant parts of China are still passing Kiaochou on their way to Tsingtao. Every day military trains run between Kiaochou and Tsingtao. Quite a number of Germans in civilian attire are still between Weihsien and Tsingtao, but the first German outposts are at Mikukow which is a village twelve miles from Tsingtao. Here the railway bridge has been broken.

The outer line of the German defences is from a small river, the Litsunho, through the mountains about eight miles from Tsingtao. This line is not strongly fortified and the real defence is likely to be made along a narrow neck of land from Tungwuchiatsun to Haichiatzu. This line is only between three and four miles long and roughly three miles from the town. The mountains within this line are at Moltkeberg, Bismarkberg, and Iltisberg on which are powerful guns, while their slopes are strengthened by wire entanglements and mines. Between two ranges of mountains is a plain where the trees have been felled and villages burned.

The Germans expect, when fighting begins, that the Japanese will quickly take the outer range, after which there will be an artillery duel between their guns on this range of hills and the forts on the mountains close to Tsingtao, but an advance across the plain against the inner line of defence will not easily be carried out.—N. C. Daily News.

GERMAN INVASION OF BELGIUM.

The following telegrams are from Japanese papers.

Brussels, Aug. 18.

A special correspondent, whose identity, for obvious reasons, cannot be revealed, has returned to Brussels after spending a week in the German lines.

He says the Germans are bringing up almost inconceivable numbers of men. All arms are represented. They are particularly strong in artillery. This huge force is rolling forward along a line which extends from Luxemburg to nearly the northernmost point in Belgian territory, a distance of about 150 miles. The Germans are well provided with horses, and their commissariat department is bringing up enormous supplies of all kinds.

To describe the spirit of the men he quoted the words of a private soldier in a cavalry regiment as follows:—

"Our officers have told us that we must march until the whistle tells us to stop. It takes a thousand bullets, they told us, to kill one man, so we are not afraid. Germany can afford to lose a million men where the enemy loses a thousand. We must make the enemy halt, or at least hesitate."

GERMANS ARREST JAPANESE.

London, Aug. 17.

Japanese refugees from Germany, who are arriving here in large numbers, describe the intense anti-Japanese sentiment now prevailing in that country, and report that the 400 of their compatriots who still remain there are in danger.

The Germans, they say, treated the Japanese with the warmest cordiality at the outbreak of the European war, when it was supposed that Japan had declared war on Russia. This cordial feeling for Japan, however, gave place to intense resentment as soon as it became known that Japanese sympathy was with Great Britain.

Many Japanese have been arrested as spies, and are undergoing every species of maltreatment. All of the 400 Japanese that still remain in Germany, are all in imminent danger of persecution. The Japanese Embassy in Berlin is offering every assistance to Japanese leaving the country, giving money to those who cannot pay their travelling expenses.

The German Government authorities detain all reports from Japan, both official and private.

Dr. Shimamine is expected to leave London for Berlin for the relief of his compatriots in peril.

Many Japanese who had been studying in Germany are daily arriving in London. Mr. Kojiro Yamazaki, who has been sent to Germany as a student by the "Tokio Nichi Nichi," barely escaped with his life, and came to London this morning. The mobs, he reports, confined first-class Japanese passengers to compartments. The German Customs officials on the frontier confiscated all documents written in Japanese. Among those are valuable scientific papers—products of many years' hard study and expensive research by Japanese students.

The well-known comedian of Caska, Goro Sogasuya, is among the refugees from Berlin.—*Nichi Nichi.*

WAR NEWS.

A CONTRAST.

The Japanese Minister of Education is reported to have announced that in the event of war between Germany and Japan all the German professors and teachers in the Imperial Universities and other institutions under the control of the Japanese will be allowed to continue.

HOW THE JAPANESE ULTIMATUM WAS SENT.

The authorities concerned, says a Tokio message to the "Asahi," state that "they took more than one means for communicating the Japanese ultimatum to the German Government in view of the existing difficulty of telegraphing. It was, as a matter of course, given to the German Ambassador at Tokio, while it was also sent to the Japanese Embassy of Berlin by seven or eight channels. Among others, the Government asked the Washington Government to send it to the Japanese Embassy at Berlin through the United States Embassy there. So far the Government has not heard of the message reaching the German Government through any of these channels, but in the existing circumstances it is believed that it must have reached Berlin on the evening of the 17th instant or on the following morning.

The proceedure adopted in dispatching the ultimatum is strangely reminiscent of the manoeuvres for getting the Hayashi memoirs out of the country.

TOKYO PRESS IMPATIENT.

The Tokyo papers, with but few exceptions, express impatience at the tardiness of Japan and Great Britain in dealing with the perilous situation in the Far East. The *Nichi Nichi* wonders why the two allied Powers are still hesitating to take a decided step against Germany in Kiaochow, which is the only source of menace to international shipping and peace in the Orient. The question at issue is pure and simple. To annihilate the German Asiatic Squadron and to drive Germans from Kiaochow is, says the paper, the only business required by all nations in this part of the world, and if Great Britain and Japan, with the backing of France and Russia, engage in the carrying out of this "holy mission," that is all that is demanded by the present situation.

THE GERMAN ENTRY INTO BRUSSELS.

London, Aug. 21.—To-day the German advance guard arrived at Brussels. The civil guards were disarmed and the German force was allowed to enter without resistance. This news is contained in an official communication and is said to be a part of the strategy agreed upon by the Allies. The report is confirmed by the British Press Bureau. The exact circumstances are not known, but it is certain that since the Belgians retreated from Louvain on Wednesday, fierce fighting has taken place. A telegram which reached London half an hour after midnight states that the Germans entered Brussels at 3 a.m. on Thursday after a severe engagement. A large number of the population had already fled to Ghent and Ostend, where they arrived in a state of destitution as no preparation had been made for their departure. No news is to hand of the operations south of Namur.

FRENCH 5 FRANC NOTES.

Shortage of Gold and Silver Change.

The scarcity of gold and silver in Paris still continues, and despite the fact that the Bank of France started the issue of twenty-franc (16s.) and five-franc (4s.) notes, changeis still almost impossible to obtain.

Considerable premiums had to be paid for the change of notes into silver when one was fortunate enough to find a money changer with any currency in his possession. One of the great banks was even asking a small premium for changing hundred-franc notes into notes of smaller denominations.

At the Bank of France, where, legally, all notes must be changed without any premium, crowds gathered outside the doors at four o'clock in the morning. At midday the queue, which needed a force of 250 policemen to marshal and control, stretched from the bank in the Rue Radziwill past the Palais Royal to the Rue de Rivoli. The authorities of the Bank of France had made special arrangements and had opened a number of extra pay desks. Women were very numerous in the crowd, and many of them waited patiently all through the day for their turn to pass before the pay desks. Some of them had brought camp-stools with them and bags containing sandwiches and fruit.

ON THE FRENCH FRONTIER.

Troops on the March.

Nancy.—Whatever happens France will not be taken by surprise, wrote Mr. H. Hamilton Fyfe in the "Daily Mail" at the beginning of the war.

As I drove southward keeping within a few miles of the frontier, my progress was very slow, owing to the large bodies of troops marching to take up important strategic positions. I passed through long columns of dusty troops of the line, regiment after regiment of Chasseurs, battery after battery of artillery.

All the men look fit and hard. The physique of the French Army has changed enormously in recent years. The horses are in first-rate condition also, and the supply is being increased hourly by the purchase of all available animals from farmers and other private owners.

I saw this morning in a village near Verdun officers seated at a table in the street checking horses listed as useful for military purposes and buying all which answered to the description. The village was filled with horses drawn from the whole neighbourhood, and the roads for miles were dotted with them in charge of soldiers on the way to their new duties. I was surprised this morning at Verdun to see a stream of vehicles going to the station with luggage. I was told that the wives of officers are leaving in large numbers. My informant added that if there is war not a woman will be left in the place. All roads leading to the frontier are blocked by hay wagons guarded by patrols. I was twice stopped today, but after explanations I was allowed to proceed. I believe that nobody is permitted to drive across the frontier, which is patrolled on both sides by strong bodies of cavalry.

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SHANGHAI	SALSETTE, Capt. A. F. VINE, R.N.R.	About 9th Sept.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	SARDINIA, Capt. J. T. JEFFERY,	Noon 12th Sept.	*See Special Advertisement*

Subject to immediate alteration without Notice.

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NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

E. A. HEWETT, *Superintendent.*

N. Co.'s Office.

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MANAGING AGENTS.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.
Proposed Sailings from Hongkong.

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
FAYSHING	Sept. 10th	"UMKUZI"	Oct. 10th

For Freight and further particulars apply to
DODWELL & CO., LTD., *Agents.*

HONGKONG—NEW YORK.

REGULAR SAILINGS viz. PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR NEW YORK.

S.S. SAINT EGBERT..... on or about 8th September.

For Freight & further particulars, apply to
DODWELL & CO., LTD., *Agents.*

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore Batavia, Samarang and Sourabaya

	Sailing
S.S. BANR MARU, For Moji & Kobe	6th Sept.
S.S. RIOJUN MARU, For S'pore, Batavia, C'bon, Samarang & Sourabaya	22nd Sept.

For Freight or Passage apply to
DODWELL & CO., LTD., *Agents.*

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN-SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S.	MONGOLIA.....Sailing	TUESDAY,	15th Sept.,	Noon.
S.S.	KOREA..... "	TUESDAY,	6th Oct.,	1 p.m.
S.S.	SIBERIA..... "	TUESDAY,	13th Oct.,	Noon.
S.S.	CHINA..... "	TUESDAY,	27th Oct.,	1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morcuh, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, *Agent,*
King's Building (opposite Blake Pier), *Telephone No. 141*

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN, and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed.	
†TENYO MARU	22,000-21 knots.	From Nagasaki 15 Sept.
†SHINYO MARU	22,000-21 knots.	From Nagasaki 6 Oct.
†CHIYO MARU	22,000-21 knots.	From Hongkong 20 Oct.

Steamers via Shanghai† will be despatched at NOON.
" " Manila * " " " at 10.30 A.M.

FIRST CLASS to London - - - £71-10. Return (5 months) £120.
FIRST CLASS to New York - - £60- " " £96-10.
" " " San Francisco - £45- " " £68-

SPECIAL SUMMER RATES TO JAPAN

NAGASAKI $120. KOBE $135. YOKOHAMA $150.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.
Thence by Trans Andean Route to Bueno Aires.

Steamer.	Displacement Tons & Speed.	Sailing.
SEIYO MARU	14,000-14 knots.	Saturday, 3rd October.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, *Agent,*

Telephone 291.

KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FOR	STEAMERS	To Sail.
SHANGHAI, KOBE AND YOKOHAMA		
MARSEILLES, via PORTS OF CALL	PAUL LECAT,	On or about Sept. 3rd at Noon.

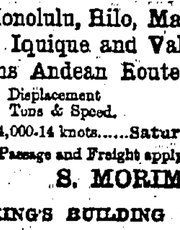
ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

For further particulars apply to

P. THOMAS, *Agent,*

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.



MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	September 2nd	Sept. 16th at 10 a.m.
EASTERN	September 14th	October 9th at 10 a.m.
ALDENHAM	October 3rd	October 30th at 10 a.m.

THE above Steamers are fitted with refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & CO.
Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS		TO SAIL
MANILA, CEBU & ILOILO	TEAN	Lying in Kowloon Bay.	As soon as weather permits.
SWATOW, NINGPO & SHANGHAI	HUPEH		
BANGKOK	LINAN		Sept. 4, at Noon.
SHANGHAI	LUCHOW		Sept. 4, at 4 p.m.
WEIHAIWEI, CHAFOO & TIENTSIN	HUICHOW		Sept. 4, at 4 p.m.
SHANGHAI	CHENAN		Sept. 6, Daylight.
MANILA, CEBU & ILOILO	CHINHUA		Sept. 8, at 4 p.m.
SHANGHAI	KINCHOW		Sept. 8, at 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	SUNGKIANG		Sept. 9, at 10 a.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. 'LINTAN' and S.S. 'SANUI.'

☞ MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming,' & 'Tean' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean.'

☞ SHANGHAI LINE. The Twin Screw Steamers 'Anhui,' 'Chenan,' 'Shaohsing' and the S.S. 'Liangchow,' 'Luchow,' and 'Yingchow,' having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARES:—
Hongkong to Shanghai:—Single $45. Return $75.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Telephone No. 38. *AGENTS.*

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
†SANDAKAN	HINSANG	FRIDAY, Sept. 4, at Noon.
*MANILA	YUENSANG	SATURDAY, Sept. 5, at 2 p.m.
*TIENTSIN	CHEONGSHING	TUESDAY, Sept. 8, Daylight.
*†SHANGHAI, KOBE & MOJI	KUTSANG	TUESDAY, Sept. 8, Daylight.
† SHANGHAI	KWONGSANG	TUESDAY, Sept. 8, Daylight.
† SHANGHAI	TAKSANG	TUESDAY, Sept. 8, at Noon.
*SINGAPORE, PENANG & CALCUTTA	CHOYSANG	TUESDAY, Sept. 8, at Noon.
*SINGAPORE, PENANG & CALCUTTA	FATSHING	FRIDAY, Sept. 11, at 2 p.m.
* MANILA	LOONGSANG	SATURDAY, Sept. 12, at 2 p.m.

RETURN TOURS TO JAPAN.

THE steamers *Kutsang, Namsang & Laisang* leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the *Fookang, Kumsang, Loosi,* and *Sutsang* leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei & Taingtau.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
TELEPHONE No. 215. *Agents.*

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE.—HOMEWARD.

For	Steamers.	Date of Departure.
LONDON & ANTWERP	'CARNARVONSHIRE'	About 4th September.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'MERIONETHSHIRE'	About 8th September.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	'CARDIGANSHIRE'	About 30th September.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

SHIPPING

STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *SARDINIA*, Capt. J. T. JEFFERY, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 12th Sept., at NOON, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Morea* from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. *Persia* due in London on 23rd Oct., 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT.
Superintendent.

Hongkong, August 29, 1914.

NOTICES TO CONSIGNEE.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship NILE,

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees risk and expense.

Cargo remaining on board SUNDAY, August 30th, 1914 at 5 P.M. will be subject to landing charges and if undelivered THURSDAY, September 3, 1914 at NOON will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown THURSDAY, September 3, 1914 at 10 A.M.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before September 27, 1914 otherwise they will not be recognised.

R. C. MORTON,
Agent
Hongkong, August 29, 1914. 962

STEAMSHIP *POLYNESIEN.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON ex s.s. *Normand* and from HAVRE ex s.s. *Normand* and from BORDEAUX ex s.s. *Ville de Cette* in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF & GODOWN COMPANY, LTD. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned Goods remaining unclaimed after the 7th September, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 10th September, or they will not be recognized.

All damaged packages will be examined on MONDAY the 7th September at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, Sept. 2, 1914. 963

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail
華字日報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN.

$8.50 per Annum delivered in Hongkong.
$12.50 to the Coast Ports.

5, Wellington Street, Hongkong.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer P. & O. (Oriental) leaves Yokohama	Steamers to Colombo	Leave Shanghai	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due at Marseilles	Due at Plymouth (London 1 day later)
p.m. Thurs.		p.m. Tues.	noon Satur.		Saturday	Friday
Sept. 3	SARDINIA	Sept. 8	Sept. 12	MOREA.....	Oct. 10	Oct. 16
					Friday	Thursday
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN ...	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA...	Nov. 20	Nov. 26
Oct. 29	ARCADIA...	Nov. 3	Nov. 7	KHYBER.....	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the **Accelerated Arrival** of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

			LONDON.			
1st SALOON	"A"	Accommodation	SINGLE	£65.	RETURN	£97.
	"B"	"	"	£59.	"	£89.
2nd SALOON	"A"	"	"	£44.	"	£66
	"B"	"	"	£40.	"	£60.
			MARSEILLES.			
1st SALOON	"A"	Accommodation	SINGLE	£61.	RETURN	£91.
	"B"	"	"	£55.	"	£83.
2nd SALOON	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave T'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 29
NELLORE ...	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
SICILIA.....	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1ST SALOON £50 SINGLE: £75 RETURN.
2ND " £35 £52

FARES TO MARSEILLES:

1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A **SURTAX OF 10%**.

For further particulars apply to

E. A. HEWETT,
Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS. Displacement	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID...	KAMO MARU, Capt. Shimizu. Tons 16,000	WEDNESDAY, 9th Sept. at 10 a.m.
	KASHIMA MARU, Capt. M. Yagi, Tons 20,000	WEDNESDAY, 23rd Sept., at 10 a.m.
VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.....	YOKOHAMA MARU, Capt S. Wada, Tons 12,500	TUESDAY, 8th Sept. at 4 p.m.
	AWA MARU, Capt. Tominaga, Tons 12,500	TUESDAY, 22nd Sept. at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	TANGO MARU, Capt. Sekino. Tons 13,500	WEDNESDAY, 23rd Sept. at Noon.
	NIKKO MARU Capt. R. Takeda, Tons 9,670	WEDNESDAY, 21st Oct. at Noon.
BOMBAY via SINGAPORE, AND COLOMBO.....	RANGOON MARU, Capt. Kamachita. Tons 12,500	MONDAY, 14th Sept.
CALCUTTA via SINGAPORE, PENANG & RANGOON..	HAKATA MARU, Capt. —. Tons 13,500	SATURDAY, 5th Sept.
KOBE & YOKOHAMA	KAGA MARU, Capt. G. Tabusa, Tons 16,000	THURSDAY. 10th September.
SHANGHAI, MOJI, KOBE & YOKOHAMA.....		

The Katori Maru, Kamo Maru and the Kashima Maru are fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS,

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1914.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class $185	$122	$108	$95.
2nd class $ 81	$ 75	$ 65	$57.

With option of Rail between Steamer's call at Ports in Japan

For further information apply to

T. KUSUMOTO *Manager.*

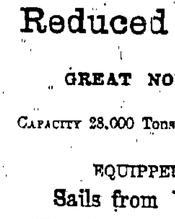
Telephone No. 292.

SHIPPING

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)



THE AMERICAN LINE TO TACOMA AND SEATTLE

in connection with

THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA.

S.S. 'SEATTLE MARU' †...Capt. T. Saito. Thursday, 3rd Sept. at 4 p.m.
S.S. 'MEXICO MARU' †.....Capt. N. Kobayashi....Wednesday, 16th Sept. at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S.

FOR FOOCHOW VIA SWATOW AND AMOY.

S.S. 'KAIJO MARU'.....Capt. Y. Yamamoto.....Friday 11th Sept., at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

S.S. 'DAIJIN MARU'.....Capt. K. Murakami.....Sunday 6th Sept., at Noon.
S.S. 'DAIGI MARU'.....Capt. S. Tokushige.....Sunday 13th Sept., at Noon.

FOR ANPING AND TAKOW VIA SWATOW AND AMOY.

S.S. 'SOSHU MARU'.....Capt. K. Hattori.....Wednesday, 9th Sept., at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first Class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:—

Y. ASAI, *Manager,*
Second Floor No. 1, Queen's Building.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA,"

CAPACITY 28,000 Tons. 20,718 Tons Gross Register. LENGTH 630 Feet. BEAM 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 14th November, 1914.

FOR SEATTLE VIA NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco	£ 36.
Round Trip Tickets (Good for Six Months)	£ 54.
Nagasaki to Seattle or San Francisco	£ 33.
Round Trip Tickets (Good for Six Months)	£ 49.10
Kobe and Yokohama to Seattle or San Francisco	£ 31.
Round Trip Tickets (Good for Six Months)	£ 46.10
Manila, Hongkong, Shanghai or Japan Ports of Call to London	£ 65.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (Six Months)	£109.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (24 Months)	£114.
Reduced rates to all Points in the United States, Canada, and Europe.	

LUXURIOUS PASSENGER ACCOMODATION—Suites and State-rooms (all Outside rooms). Music room. Library. Smoking room, Nursery, Laundry Telephones etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA' *Agents.*
Princes Building.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 16, DES VOEUX ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.
MANILA—MANILA HOTEL. P. O. BOX 786.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

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5, *Wyndham Street.*

European Supervision **Moderate Price.**



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BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....	$15,000,000
RESERVE FUNDS—	
Sterling £1,500,000 @ 2/— =	$15,000,000
Silver	18,000,000
	$33,000,000
RESERVE LIABILITY OF PROPRIETORS	$15,000,000

COURT OF DIRECTORS.

Hon. Mr D. Landale—Chairman.
A. L. Pattondon, Esq.—Deputy Chairman.

S. H. Dorfwall, Esq. | P. H. Holyoak, Esq.
G. T. M. Elkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr E. Shellim.

CHIEF MANAGER.
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—J. D. SMART.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "

A. G. STEPHEN,
Acting Chief Manager.

Hongkong, Aug. 22, 1914.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules way be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, May 14, 1914. 1517

THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853,
HEAD OFFICE, LONDON.

PAID-UP CAPITAL	...£1,200,000
RESERVE FUND	...£1,800,000
RESERVE LIABILITY OF PROPRIETORS	...£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, July 10, 1914.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880

AUTHORISED CAPITAL ...	Yen 48,000,000.00
PAID-UP CAPITAL	" 30,000,000.00
RESERVE FUND	" 18,900,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

ANTUNG-HSIEN	LYONS
BOMBAY	NAGASAKI
CALCUTTA	NEWCHWANG
CHANGCHUN	NEW YORK
DAIREN (DALNY)	OSAKA
FENGTIEN (MUKDEN)	PEKIN
HANKOW	RYOJUN (PORT ARTHUR
HONOLULU	SAN FRANCISCO
HARBIN	SHANGHAI
KOBE	TIENLING
LIAO-YANG	TIENTSIN
LONDON	TOKYO
LOS ANGELES	TSINGTAU

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.

Hongkong, April 2, 1914.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital...	£1,500,000
Subscribed	1,125,000
Paid-up	562,500
Reserve Fund	465,000

BANKERS,
BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, July 2, 1914.

BANKS

NEDERLANDSCHE HANDEL—MAATSCHAPPIJ

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

AUTHORISED CAPITAL	f. 60,000,000.— (£ 5,000,000)
PAID-UP CAPITAL	f. 50,000,000.— (£ 4,166,666)
RESERVE FUND	f. 8,315,613.— (£ 734,648)

HEAD OFFICE—AMSTERDAM.

Branches at
The Hague Rotterdam

HEAD AGENCY—BATAVIA.

Branches at

BANJERMASIN,	BANGCON,
BANDOENG,	SAMARANG,
CHEREBON	SHANGHAI,
DJEMBER,	SINGAPORE,
DJOKJAKARTA,	SOERABAIA,
KOTA RADJA,	SOERAKARTA (Solo),
MAKASSAR,	TANDJONG-BALIE,
MELAN,	TEBING TINGGI (Deli),
PADANG,	TEGAL,
PALEMBANG,	TELOK BETONG,
PEKALONGAN,	TJILATJAP,
PENANG,	WELTEVREDEN.
PONTIANAK.	

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per Annum on balances.
Fixed Deposits 12 months 4 % per Annum
Do. 6 months 3½ % Do.
Do. 3 months 3 % Do.

B. G. J. WIJNBERG,
Acting Agent.

Hongkong, July 1, 1914.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE; 36, Bishopsgate, E.C.

BRANCHES:

Bombay.	Kobe.
Calcutta.	Manila.
Canton.	Mexico.
Cebu	Panama.
Colon.	Peking.
Empire.	San Francisco.
Hongkong.	Shanghai.
Hankow.	Yokohama.

CAPITAL AND RESERVE G $7,200,000.
Equal... £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 %, per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED & COLLECTED.

MAILS and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS CHEQUES sold and cashed.

GEO. HOGG.
Manager

No. 9, Queen's Road Central.

Hongkong, October 21, 1913.

AGENTS.

LONDON:—F. ALDAR, 11 & 2 *Clement's Lane, Lombard Street* E.C. T. B. BROWN & Co. Ltd., 163 *Queen's Road, Victoria St.* CLARKE, SON & PLATT. 85 *Gracechurch St.*, E.C. G. STREET & Co., Ltd. 30 *Cornhill.* GORDON & GOTCH, 15 *St. Bride St.*, E.C. ROBERT WATSON, 150 *Fleet Street.* C. MITCHELL & Co., *Snow Hill, Holborn Viaduct.* E.C. D. J. KEYMER & Co, 3 *Whitefriars St.*, E.C. MATHER & CROWTHER, Ltd., 10, 11, 12 *New Bridge St.*, E.C.

SCOTLAND:—FRED. L. SIMONT, 8 *North St. David Street, Edinburgh.*

PARIS AND EUROPE, MAYENCE FRERES & Co., 18 *Rue de la Grange, Bateliè Paris.*

NEW YORK:—T. B. BROWNE, LTD., Æolian Hall, *West 42nd Street*, New York City.
THE CHINESE EVANGELIST OFFICE, 52 *West 22nd Street.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore.*

PHILIPPINE ISLANDS:—A. S. WATSON & Co., *Manila.*

CHINA:—*Carlton*, FAHELL & Co., *Foochow* BROCKET & Co., *Shanghai*, KELLY & WALSH, LTD., *Yokohama*, KELLY & WALSH, LTD.

THE CHINA MAIL, LTD,
5, Wyndham Street, Hongkong.

THE

CHINA MAIL

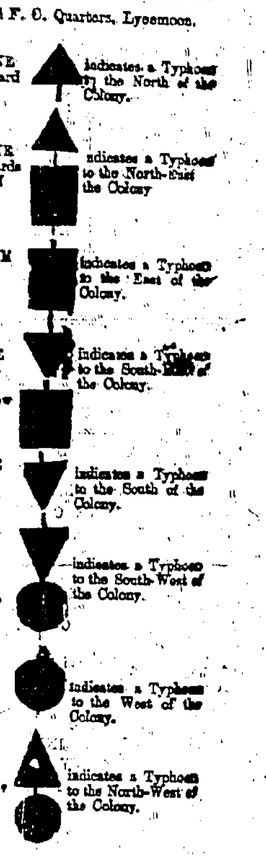
Washing Books.

Price 30 cents.

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. TAMAR, Green Island, Standard Oil Premises Lai-chi-kok and F. O. Quarters, Lyeemoon.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock,	Aberdeen,
Waglan,	Sau Ki Wan,
Stanley,	Lai Kung,
Cape Collinson,	Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand by signal, from the lighthouse.

T. F. WOOSNAM,
Director.

HONGKONG & WHAMPOA DOCK Co., Ld.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Codes Used: A1, A B C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians.

ACETLYENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.
All classes of light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	RISE OF TIDE NEAPS
KOWLOON					
No 1 Dock, Kowloon ...	700'	(80' top / 70' bottom)	30'	7' 6"	
No. 2 Dock, Kowloon	571	74'	18' 6"	7' 6"	
No. 3 Dock, Kowloon	384'	40' 3"	14'	6'	
Patent Slip, No. 1, Kowloon	1240'	80'	14'	6'	
Patent Slip, No. 2, Kowloon	120'	30'	12'	6'	
TAI-KOK-TSUI					
Cosmopolitan Dock	466'	85	29'	7' 6	
ABERDEEN					
Hope Dock...	430	64'	12'	7' 6"	
Lamont Dock	333	64'	16'	7' 6"	

HEAD OFFICE: KOWLOON. Telephone No. 13. TOWN OFFICE: QUEEN'S BUILDINGS. Telephone No. 20 Hongkong.

Please Address Enquiries to the Chief Manager,
1407 R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong

TO LET

TO LET.

NO. 7, KNUTSFORD TERRACE, Kowloon.
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, August 29, 1914. 963

TO LET.

NO. 4, CLIFTON GARDENS (17 Conduit Road).
GODOWN 98, Wanchai Road.
GODOWN No. 4, New Praya, Kennedy Town.
Apply
HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, August 29, 1914. 940

TO LET.

OFFICES in HOTEL MANSIONS, From 1st September next.
Apply to:—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, July 7, 1914. 802

TO LET.

TO BE LET—Immediate Possession, "AIMAI VILLAS" No. 3, Austin Avenue, Kowloon, comprising 5 big airy rooms etc.
Apply to
PATELL & Co.
73, Wyndham Street.
903

TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.
Apply to—
P. A. XAVIER,
Care of Hongkong Printing Press.
Hongkong, July 11, 1914. 818

TO LET.

HOUSE No. 3, "ORMSBY TERRACE" do.
Apply to:—
SPANISH DOMINICAN PROCURATION.
Hongkong, August 31, 1914. 934

TO LET.

FROM 1st SEPTEMBER, 1914.
IN CANTON on SHAMEEN Lot 55. The premises now in the occupation of the BANK OF TAIWAN LD.
Apply to,
DAVID SASSOON & Co. LD.,
Hongkong.
Hongkong, August 5, 1914. 9

TO LET.

TOP FLAT HUMPHREYS BUILDINGS, Kowloon. Immediate occupation if desired.
"ABERTHOLWYN" Peak Road. Six roomed house completely furnished. Immediate occupation if desired.
Apply to
HUMPHREY'S ESTATE & FINANCE Co., LTD.
Alexandra Buildings.
Hongkong, August 23, 1914.

TO LET.

LA HACIENDA E., No. 74, Mount Kellett Road.
Apply CHATER & MODY,
No. 5, Queen's Road Central.
Hongkong, April 2, 1914. 415

TO LET.

LARGE AIRY HOUSE containing 18 rooms at the back of Electric Tramway Company suitable for big family or private boarding house, 3 Godowns facing Kowrington canal. Moderate terms.
Apply to,
A. G. HEWLITT,
Architect No. 22, Queen's Rd. Central.
Or The Lau Tai Insurance Co.
54 Bonham Strand East.
Hongkong, August 5, 1914. 904

W. S. BAILEY & Co., Ltd.

Kowloon Bay

SHIPBUILDERS AND REPAIRERS.

VESSELS IN STEEL OR WOOD, STEAM OR MOTOR DRIVEN. TUGS BARGES, STEAM OR OIL LIGHTERS, LAUNCHES, MOTOR YACHTS AND HOUSEBOATS.

ROOFS, BRIDGES, STEEL BUILDINGS AND CONSTRUCTION WORK. SMART STEAM LAUNCH FOR SALE OR HIRE.

The Signature.

To distinguish the *original and genuine Worcestershire Sauce* from the many imitations, see that the signature of Lea & Perrins appears in *White* across the *Red* label on every bottle.

No other sauce has such an exquisitely delicate flavour, or such a reputation among discriminating people in every part of the world.

Lea & Perrins

TO LET

TO LET.

GODOWN in ICE HOUSE STREET.
Apply HONGKONG ICE Co., LTD.
Hongkong, May 21, 1914. 843

QUEEN'S BUILDING.

TO LET the South West portion of the First Floor, including Treasury on Ground Floor, lately in occupation of the GERMAN BANK.
Apply to
THE HONGKONG LAND INVEST. MENT & AGENCY Co., LD.
Hongkong, June 16, 1914. 73

HONGKONG TIDES.

The tide-table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 8 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

September 4th to 10th, 1914

Day of Week	Day of Month	High Water Hongkong Mean Time.	High Water Height	Low Water Hongkong Mean Time.	Low Water Height
		h. m.	ft.	h. m.	ft.
Fri.	4	m 0 4	7.4	m 6 23	3.2
		10 14 a	8.1	12 35 a	1.5
Sat.	5	m 0 51	7.3	m 7 4	2.9
		10 59 a	8.1	1 3 a	1.7
Sun.	6	m 10 37	6.8	m 8 43	2.6
		10 34 a	8.6	4 30 a	2.0
Mon.	7	m 10 50	6.4	m 9 22	2.5
		10 50 a	8.3	4 56 a	2.4
Tues.	8	m 11 19	6.2	m 5 4	2.5
		11 7 a	8.0	5 15 a	2.5
Wed.	9	m 11 48	6.3	m 5 47	2.6
		11 46 a	8.1	5 33 a	2.6
Thur.	10	0 12 a	6.7	m 6 27	2.6
		11 55 a	8.2	5 40 a	2.6

FOR a good Solid meal a la Carte or Table D'Hote with Wines & Liqueurs the best ALEXANDRA CAFE.

ROYAL OBSERVATORY.
HONGKONG DAILY WEATHER REPORT.

SEPTEMBER 3, 1914.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vl'ostock ...	7 a.	—	—	—	—	0	—
Nemuro ...	6 a.	29.97	—	—	—	0	—
Hakodate ...	,,	30.03	—	—	WNW	1	—
Tokio	,,	30.04	—	—	SW	1	—
Kochi	,,	30.03	—	—	WSW	1	—
Nagasaki ...	,,	29.99	—	—	—	0	—
Kagoshima.	,,	30.00	—	—	E	2	—
Oshima	,,	29.87	—	—	ESE	1	—
Naha.....	,,	29.77	—	—	ENE	3	—
Ishi'jima ...	,,	29.70	—	—	E	5	—
Bonin Island	,,	29.93	—	—	ENE	1	—
Chefoo	,,	—	—	—	—	—	—
Weihaiwei..	,,	29.88	74	95	—	1	ncm
Hankow ...	,,	—	—	—	SE	—	—
Ichang	,,	—	—	—	—	—	—
Kiukiang ...	,,	—	—	—	—	—	—
Changsha ...	,,	—	—	—	—	—	—
Shanghai ..	,,	29.80	76	—	SE	2	c
Gutzlaff....	,,	29.77	79	—	SE	6	cm
Sharp Pk...	7 a.	29.68	82	—	E	5	or
Amoy	6 a.	29.59	80	91	E	2	o
Swatow	,,	29.59	79	95	E	4	o
Taihoku ...	5 a.	29.68	—	—	E	4	—
Tatchn	,,	29.67	—	—	NE	2	—
Tainan.....	,,	29.65	—	—	N	2	—
Koshun.....	,,	29.65	—	—	NE	2	—
Pescadores.	,,	29.63	—	—	S	6	—
Canton	6 a.	29.55	77	91	N	2	o
Hongkong .	,,	29.46	77	91	W	5	cd
Gap Rock...	,,	29.51	—	—	NNW	6	or
Macao	,,	29.51	77	—	W	1	cd
Wuchow ...	9 a.	29.65	82	91	W	1	bc
Pakhoi	,,	—	—	—	—	—	—
Hoihow	,,	—	—	—	—	—	—
Phulien ...	6 a.	29.67	79	—	NW	4	c
Tourane	,,	29.63	75	—	W	2	o
C. St. James	,,	29.78	77	—	SW	5	c
Aparri	,,	—	—	—	—	—	—
Manila.....	,,	—	—	—	—	—	—
Legaspi	,,	—	—	—	—	—	—
Iloilo	9 a.	29.85	81	—	SW	1	o
Bacolod ...	,,	—	—	—	S	2	o
Cebu	,,	29.83	86	—	S	2	o
Labuan.....	,,	29.86	86	—	—	—	—

T. F. CLAXTON, *Director.*

Hongkong Observatory, Sept. 3, 1914.

1. BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the Humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky c cumulus cloud d drizzling rain, f fog g gloomy, h hail, l lightning o overcast, p passing showers, q squally, r rain, s snow t thunder, v visibility = dew (wet).
7. SEA, in inches: ncm = inches.



Neuralgia, Nervous Breakdown—

NURSE HALL, c/o Mrs. Bassett, Commercial Place, Landport, Portsmouth, Eng., writes:—"I was suffering from nervous breakdown with Internal Neuralgia, when I began a course of Phosferine. After having taken it for three or four months I felt better than I had done for two years previously, and consider it the best tonic I have ever tried. As a remedy for all nervous disorders I think there is nothing to equal Phosferine, especially as I was given up by more than one doctor previous to taking Phosferine, and can now say I am perfectly well and strong, and have taken nothing else."

No other medicine has received such absolute proof of its extraordinary properties in restoring Shattered Constitutions, and in giving back to the prematurely aged New Life and Energy.

CAUTION

There is only one Phosferine—beware of illegal imitations—do not be misled by *Phosph This* or *Phosph That*, but get

PHOSFERINE

THE GREATEST TONIC AND DIGESTIVE

HAS BEEN SUPPLIED BY ROYAL COMMANDS TO—

The Royal Family
H.I.M. the Empress of Russia
H.M. the King of Spain
H.M. the Queen of Spain
H.M. the late King of Greece
H.M. the Queen of Roumania, etc.

Prices in Great Britain: 1/1½, 2/9, & 4/6. Sold by all Chemists, Stores, &c.
The 2/9 size contains nearly four times the 1/1½ size.
PROPRIETORS: ASHTON & PARSONS, LTD., LUDGATE HILL, LONDON, ENG.

WEEKLY NEWS FOR HOME

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Order before you leave, so that you may receive it while at Home.

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THE CHINA MAIL LD., Wyndham Street.

Vessels Advertised as Loading.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
Australia Ports, &c.	St. Albans...	Gibb Livingston & Co.	Sept. 26, at 10 a.m.
Australia Ports, &c...	Eastern	Gibb Livingston & Co.	Oct. 9, at 10 a.m.
Australia Ports, &c...	Aldenham	Gibb Livingston & Co.	Oct. 30, at 10 a.m.
Honolulu via Japan &c	Seiyo Maru	Toyo Kisen Kaisha...	October 3
Japan & Seattle	Minnesota	Great Northern S.S. Co	November 14.
Kobe & Yokohama...	Kaga Maru	Nippon Yusen Kaisha	Sept. 10
London &c.	Arcadia	P. & O. S.N. Co.....	Sept. 12, at Noon.
London & Antwerp &c.	Socotra	P. & O. S. N. Co.....	About Sept. 8.
London & Antwerp...	Carnarvonshire.....	Jardine M'son Co. Ltd.	About Sept. 4.
Manila, Cebu & Iloilo	Chinhua.....	Butterfield & Swire ...	Sept. 8, at 4 p.m.
Manila	Yuensang	Jardine, M'son Co., Ld.	Sept. 5, at 2 p.m.
Manila	Loongsang	Jardine M'son & Co, Ld.	Sept. 12, at 2 p.m.
Manila, A'tralian Ports	Taiyuan	Butterfied & Swire ...	Sept. 16.
Marseilles, v. Ports.	Paul Lecat	Messageries Maritimes	About Sept. 3 Noon.
Mar., London &c.....	Kamo Maru.....	Nippon Yusen Kaisha	Sept. 9, at 10 a.m.
Moji & Kobe.....	Banri Maru	Dodwell & Co. Limited	Sept. 6.
San Francisco v. Japan	Mongolia	Pacific Mail S.S. Co...	Sept. 15, at Noon.
San Francisco v. Japan	Korea.....	Pacific Mail S. S. Co.	Oct. 6, at 1 p.m.
San Francisco, v. Japan	Siberia	Pacific Mail S.S. Co.	Oct. 13, at Noon.
San F'cisco, v. Japan	China	Pacific Mail S.S. Co.	Oct. 27, at 1 p.m.
San Francisco v. Japan	Shinyo Maru	Toyo Kisen Kaisha ...	
San F'cisco, v. Japan	Chiyo Maru.....	Toyo Kisen Kaisha ...	Oct. 20.
S'hai Kobe & Moji ...	Kutsang	Jardine, M'son & Co. Ld	Sept. 8, Daylight.
S'hai, & Japan Ports	Namur	P. & O. S. N. Co.....	About Sept. 5.
Shanghai.....	Salazie	P. & O. S. N. Co.....	About Sept. 9.
Shanghai.....	Luchow	Butterfield & Swire...	Sept. 4, at 4 p.m.
Shanghai.....	Chenan	Butterfield & Swire...	Sept. 6, Daylight.
Shanghai.....	Kwongsang	Jardine, M'son Co. Ld.	Sept. 8, Daylight.
S'pore, P'ang & B'goon	Hakata Maru	Nippon Yusen Kaisha	Sept. 5.
S'pore, Mauritius &c.	Salamis	The Bank Line, Ld....	October 25.
S'tow, Amoy & Tamsui	Daijin Maru.....	Osaka Shosen Kaisha	Sept. 6, at Noon.
S'tow, Amoy & Tamsui	Daigi Maru	Osaka Shosen Kaisha	
S'tow, Amoy & F'chow	Kaijo Maru	Osaka Shosen Kaisha	Sept. 9, at 2 p.m.
Sandakan	Hirsang	Jardine, M'son & Co, Ld	Sept. 4, at Noon.
S'pore, P'ang & Cal'ta	Choysang	Jardine M'son Co., Ld.	Sept. 8, at Noon.
S'pore, P'nang & C'lta	atching	Jardine, M'son & Co, Ld	Sept. 11, at 2 p.m.
S'pore & Soursbaya, &c	Ridjun Maru.....	Dowell & Co. Ltd....	Sept. 22
Sydney, Melbourne &c	Tango Maru.....	Nippon Yusen Kaisha	Sept. 23, at Noon.
Sydney, Melbourne &c	Nikko Maru.....	Nippon Yusen Kaisha	Oct. 21, at Noon
Tientsin	Cheongshing.....	Jardine, M'son & Co, Ld	Sept. 6, Daylight.
Victoria T'ms & Japan	Mexico Maru	Osaka Shosen Kaisha	Sept. 16, at 4 p.m.
Victoria T'ms & Japan	Chicago Maru	Osaka Shosen Kaisha	Oct. 1, at 4 p.m.
Victoria B.C., Seattle &c.	Yokohama Maru	Nippon Yusen Kaisha	Sept. 3, at 4 p.m.
Vancouver (B.C.) &c.	Empress of India.....	Canadian Pac. R. Co	Sept. 16.
Victoria S'tle & Tacoma	Merionethshire.....	Jardine, M'son & Co, Ld	About Sept. 8.
Victoria S'tle & Tacoma	Cardiganshire	Jardine, M'son Co, Ld.	About Sept. 30.
Weihaiwei & Tientsin	Huichow	Butterfield & Swire...	Sept. 4, at Noon.

To-day's Advertisements

WANTED.

WANTED immediately, in Girls' High School, a TEACHER of English Subjects, Arithmetic, and Singing. Morning Engagement. Apply, stating qualifications, experience, and terms, to Miss Davies, London Mission, 4, Bonham Road.
Hongkong, Sept. 3, 1914. 970

SHIPPING

ARRIVALS.
September 2.
Moyune, British str., 3,212, Gisewood, Liverpool and Singapore Aug. 27, General.—BUTTERFIELD & SWIRE.
Kirin Maru, Japanese str., 3,801, B. Tsuda, Bombay and Singapore August 27, General.—N. Y. K.
Numur, British str., 4,137, A. Collyer, London and Singapore Aug. 23, General.—P. & O. S. N. Co.

DEPARTURES.
September 2.
Kaifung, for Hoihow and Haiphong.
Haiman, for Swatow.
Choysang, for Canton.

CLEARED.
Tortlus, for Kuchinetzu and Yokohama.
Ejdd, for Bangkok.
Nadejda, for Saigon.
Albiana, for Chinwantao.

PASSENGERS.
ARRIVED.
Per *Namur*, for Hongkong: from London, Mrs Eldridge and 2 children, Mrs Martin and 4 children, Mrs A. A. Whitelaw, Mr P. Lannon, Mr R. W. Beaine, Mr James Wallace, Miss M. Benson, Engr. Comdr. J. Lawson, Mr E. F. Lyle, Mr O. F. Subatti, Mrs E. Eastcott; from Marseilles, Mr and Mrs S. Anderson.

PASSENGERS EXPECTED.
Per P. & O. steamer *Moolton*, connecting with the steamer *Assaye* at Colombo. From London Aug. 7, Mr P. C. Faithful. From Marseilles Aug. 14, Miss A. A. G. Homes.
Per P. & O. steamer *Macedonia*, connecting with the steamer *Devonha*, at Colombo. From London Aug. 21, Rev. E. J. Weeks.
Per P. & O. steamer *Nowra*. From London Aug. 22, Miss Fenner, Mr O. B. M. Cheyne, Miss M. Cooper, Commander R. C. Hunt, Mr and Mrs S. J. Phillips.
Per P. & O. steamer *Moldavia*, connecting with the steamer *Delta* at Colombo. From London Sept. 4, Mrs C. D. Lambert, Captain R. Y. Anderson.
Per P. & O. steamer *Nellore*. From London Sept. 5, Mrs Perry, Mr J. W. W. Hughes, Mr and Mrs Weldon, Mr and Mrs F. J. Sleat, Mrs and Miss F. G. Rosser.
Per N. Y. K. steamer *Kaga Maru*. From London Aug. 1, Mr and Mrs W. J. Priest, Mr Chu.
Per N. Y. K. steamer *Atsuta Maru*. From London Aug. 15, Mr and Mrs T. J. Newman, Mrs Wilson, Mr J. S. Hay, Mr F. J. Gill, Miss Inch, Mrs D. W. Ritchie, Mrs Ramsay. From Marseilles Aug. 22, Mr and Mrs Le Hane.

POST OFFICE NOTICES.

The Parcel Post Service to Egypt and countries beyond is for the present suspended.

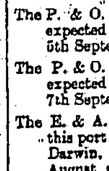
Mails will close for:—

BANGKOK.
Per *Linan*, at 10 a.m., on Friday, the 4th Sept.
SANDAKAN.
Per *Hinsang*, at 10 a.m., on Friday, the 4th Sept.
JAPAN Via KOBE, VICTORIA, TACOMA, VANCOUVER & SEATTLE.
Per *Tallahyius*, at 1 p.m., on Friday, the 4th Sept.
*WEIHAIWEI, *CHEFOO & *TIENTSIN.
Per *Huichow*, at 2 p.m., on Friday, the 4th Sept.
SHANGHAI & NORTH CHINA.
Per *Luchow*, at 2 p.m., on Friday, the 4th Sept.
BANGKOK.
Per *Hild*, at 4 p.m., on Friday, the 4th Sept.
PHILIPPINE ISLANDS, AUSTRALIA, TASMANIA & NEW ZEALAND Via THURSDAY ISLAND.
Per *Inaba Maru*, at 10 a.m., on Saturday, the 5th Sept.
SWATOW, AMOY & FOOCHOW.
Per *Haiching*, at 11 a.m., on Saturday, the 5th Sept.
PHILIPPINE ISLAND.
Per *Yu-suang*, at noon, on Saturday, the 5th Sept.
SHANGHAI & NORTH CHINA.
Per *Chenan*, at 4 p.m., on Saturday, the 5th Sept.
(Europe via Siberia.)
[To make connection with the Tientsin-Pukow Railway, closing at Shanghai British P.O. at 11.30 a.m., on Thursday, the 10th Sept.]
SWATOW.
Per *Haimun*, at 9 a.m., on Sunday, the 6th Sept.
*SWATOW, AMOY & FORMOSA Via TAMPUI.
Per *Daijin Maru*, at 9 a.m., on Sunday, the 6th Sept.
SWATOW, AMOY & FOOCHOW.
Per *Haiyang*, at 9 a.m., on Tuesday, the 8th Sept.
PHILIPPINE ISLANDS.
Per *Chinhua*, at 2 p.m., on Tuesday, the 8th Sept.
FORMOSA Via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN Via MOJI, VICTORIA & SEATTLE.
Per *Yokohama Maru*, at 2 p.m., on Tuesday, the 6th Sept.
(Europe via Siberia).
[To make connection with the Tientsin-Pukow Railway closing at Shanghai British P.O. at 8.30 a.m., on Monday, the 14th Sept.]
HOIHOW, PAKHOI & HAIPHONG.
Per *Sungkiang*, at 8 a.m., on Wednesday, the 9th Sept.
STRAITS & CEYLON.
Per *Kamo Maru*, at 8 a.m., on Wednesday, the 9th Sept.

*Specially superscribed correspondence only.

ECZEMA SPREAD FROM HEAD TO FOOT

On Little Boy Six Months Old. Had to Be Wrapped in Bandages. Head Terrible Sight. Ashamed to Take Him Out. Cuticura Soap and Ointment Completely Healed Him.



10, Leonard St., Warrington, Lancs., Eng.—"When my little boy was six months old he had a very bad attack of eczema which spread all over his body from head to foot. He looked such a sight, for he had to be wrapped up in bandages as the sores used to be wet. The sores came like pimples which used to burst and sometimes the pain was so great that it sent him into convulsions. His head was such a terrible sight that I was ashamed to take him out.

"This lasted for about two years. I was told he would never get better as the eczema had gotten a complete hold on his system. I then saw the Cuticura Soap and Ointment advertised and I gave them a trial. After six dressings with the Cuticura Soap and Ointment I saw an improvement so I persevered with them. Before I had used the second box of Cuticura Ointment with the Cuticura Soap he was completely cured and he has never had any sign of eczema since." (Signed) Alfred Glover, Jan. 21, 1914.

Samples Free by Post

Cuticura Soap and Cuticura Ointment are sold throughout the world. A single set is often sufficient when all else fails. Samples of each with 32-p. Skin Book free from nearest depot. Address: F. Newbery & Sons, 27, Charterhouse Sq., London, or Potter Drug & Chem. Corp., Boston, U. S. A.

WEATHER REPORT.

On the 3rd at 11.35.—Pressure changes since yesterday are small, except in the neighbourhood of the typhoon, which showed signs of approaching Hongkong early this morning. The centre will probably pass near the Island soon after noon on a westerly or west-south-westerly track.

A feeble anticyclone covers Japan.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.50 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: Strong gales from W. to S. and S.E., moderating later, overcast, rain.

2.—Formosa Channel: S.E. winds, fresh.

3.—South coast of China between Hongkong and Lamocks: Cyclonic gales, moderating.

4.—South coast of China between Hongkong and Hainan: Cyclonic gales increasing.

STEAMERS EXPECTED.

Mails.

The P. M. S. S. Co.'s s.s. *Siberia* arrived at San Francisco on Friday, the 28th August.

The P. M. S. S. Co.'s s.s. *Mongolia* left Yokohama on Wednesday, the 27th August, for this port via Manila, due to arrive here on the 7th September.

The C. P. R. Co.'s R.M.S. *Empress of India* arrived at Vancouver on the 15th August.

Other Vessels.

The E. & A. s.s. *St. Albans* from Sydney, &c., left Manila for this port on the 31st August, at 10 p.m., and may be expected to arrive here on Thursday, the 3rd Sept., at daylight.

The P. & O. S. N. Co.'s s.s. *Candia* is expected to arrive at Colombo on the 5th September, p.m.

The P. & O. S. N. Co.'s s.s. *Salsette* is expected to leave Singapore on the 7th September, at daylight.

The E. & A. s.s. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin, Timor and Manila), on 22nd August, and may be expected to arrive here on or about the 14th Sept.

The A. O. Line s.s. *Taiyuan* left Sydney on the 25th August for Hongkong via Thursday Island, Zamboanga and Manila, and may be expected to arrive here on or about the 18th Sept.

EXCHANGE.

Hongkong, September 3, 1914.

On London—	
Bank Wire	1/- 8
,, On demand, ...	1/- 9
,, 30 days' sight... ...	1/- 9⅛
,, 4 month' sight	1/- 9⅛
Credits, 4 months' sight, ...	1/- 9⅛
Documentary, 4 months' sight	1/- 9⅛
On Paris—	
On demand, ...	nom.
Credits, 4 months' sight, ...	——
On Berlin—	
On demand, ...	——
On New York—	
On demand, ...	43
Credits, 60 days' sight, ...	——
On Bombay—	
Wire, ...	——
On demand, ...	131½
On Calcutta—	
Wire, ...	——
On demand...	131½
On Singapore—	
On demand, ...	75½
On Manila—	
On demand, ...	86
On Shanghai—	
On demand, ...	75½
30 days' sight (private paper)	——
On Yokohama—	
On demand, ...	86
Gold Leaf, 100 fine (per tael)	$59.10
Sovereigns (Banks' Buying rate)	$11.30 nom.
Silver (per oz.)	24
Bar Silver in Hongkong...	8 % prem.
Chinese Copper Cash ...	par.
Chinese Copper Cents ...	3 % dis.
Rate of Native interest ...	8 % p.a.
Chinese Sub. Coin ...	13 % dis.
Hongkong Sub. Coin ...	9½ % dis.

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